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198512

OPERATION & WORKS COMMITTEE MG.0

MEADOWVALE TOWN CENTRE

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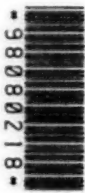
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CITY OF MISSISSAUGA
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Thursday, March 21, 1985

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

PUBLIC WORKS COMMITTEE

THURSDAY, MARCH 21, 1985, 9:30 AM

COMMITTEE ROOM A

MEMBERS: Councillor R. Skjarum, Chairman
John Rogers, Vice Chairman
Councillor D. Culham
Councillor D. Cook
Councillor H. Kennedy
Christopher B. Gauer
June M. Hayden
E. Allan Hignell

PREPARED BY: Clerk's Department
DATE: March 18, 1985

COMMITTEE MEMBERS ARE REQUESTED TO CONTACT THE APPROPRIATE DEPARTMENT HEADS
PRIOR TO THE MEETING IF GREATER EXPLANATION OR DETAIL IS REQUIRED WITH REGARD
TO ANY ITEM ON THE AGENDA.

2345C/129C

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Public Works Committee - March 21, 1985

DEPUTATIONS - Nil

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PUBLIC WORKS COMMITTEE

CITY OF MISSISSAUGA

THURSDAY, MARCH 21, 1985
Committee Room A, 9:30 am

A G E N D A

DEPUTATIONS - Nil

MATTERS FOR CONSIDERATION:

1. Report dated February 20, 1985, from W. P. Taylor, Commissioner of Engineering & Works, with respect to sidewalk snow plowing, in accordance with the direction of Council at its meeting on February 11, 1985, referring this entire matter to the Commissioner for a report to this Committee (Request for Report 41-85). Mr. Taylor advises that in 1979, Council considered the implementation of a by-law placing the responsibility of sidewalk snowplowing with the adjacent property owner; however, it was the decision at that time that no by-law be passed and that sidewalk clearing be undertaken on a priority basis, ie main arterial roads, neighbourhood collectors, sidewalks adjacent schools, transit routes, old age homes, hospitals, etc.

He confirms that the priority route program has been reviewed each year to determine any streets which should be added, and that it is his opinion that the policy has worked reasonably well and there would not appear to be any reason to expand the program on a City-wide basis.

With respect to costs, he advises that accurate estimates are extremely difficult to calculate, recognizing that this is dependent on how much snow falls in any given year. He confirms that the cost is entirely borne by the municipality in that sidewalk snowclearing is not subsidizable. However, in 1983/84, an average season, the actual costs were \$200,000.00 (budgeted cost was \$227,000.00). The expenditures from January 1, 1985, are approximately \$230,000 (costs prior to January 1 are reflected in the 1984 budget). Assuming that \$230,000.00 is an average expenditure, costs would be \$650,000.00 if all sidewalks in the municipality were plowed.

With respect to the cost of damage to lawns, again expenditures fluctuate depending on whether sod is frozen or not, however \$10,000.00 to \$15,000.00 is reasonable.

If a by-law were passed placing the responsibility of sidewalk snowplowing with the adjacent property owner, enforcement would be the jurisdiction of the Building Department (By-law Enforcement Section) and any report on costs should be prepared by the Commissioner of Building.

Mr. Taylor concludes that expansion of the program to cover all sidewalks in the City would be a poor investment, especially having regard for the Current Budget, recommends:

- (a) That the City of Mississauga continue with its present policy with respect to clearing snow from sidewalks on a priority system, and that the sidewalks to be plowed continue to be reviewed annually by the Public Works Committee.
- (b) That consideration of the implementation of a by-law placing the responsibility of sidewalk snowplowing with the adjacent property owner, be discussed at a future Public Works Committee meeting prior to the 1985/86 winter season.

NOTE: This report was included on the agenda for the meeting held on February 21, 1985, at which time it was the general feeling of the Committee, that all Members of Council should be present and participate in the discussion of a matter such as this, and consequently consideration of the report was deferred to this meeting (Recommendation 42-85).

F.05.03.02

RECOMMEND ADOPTION

- 2. Report dated February 28, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, pursuant to a request by Councillor D. Culham for an increase in the level of service for sidewalk snow plowing and sanding on Ifield Road, Portway Avenue and Beemer Avenue. Mr. Taylor advises that those sidewalks are used by children attending the Oakridge Public School, but are not listed as "priority routes" within the guidelines previously approved by Council. He recommends:

That the sidewalks on Ifield Road, Portway Avenue and Beemer Avenue, which streets are used as a direct route to Oakridge Public School, be included as priority sidewalk routes for winter maintenance.

F.05.03.02

RECOMMEND ADOPTION

- 3. Report dated March 14, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, pursuant to a request by Councillor M. Marland for an increase in the level of service for sidewalk snow plowing and sanding on Barsuda Drive between Ambridge Court and Clarkson Road. Mr. Taylor advises that this sidewalk is not listed as a priority route within the guidelines approved by Council; however the road is a priority route for snowplowing and sanding and traffic volume and pedestrian counts would indicate that the sidewalks should be given a higher priority. He recommends:

That sidewalk plowing and sanding on Barsuda Drive between Ambridge Court and Clarkson Road be upgraded as a priority route for winter maintenance for the 1985/86 season.

F.05.03.02

RECOMMEND ADOPTION

4. Letter dated February 20, 1985, from Mr. R. Michael Warren, President and Chief Executive Officer, Canada Post Corporation, confirming that postal delivery service, interrupted in parts of Mississauga due to weather conditions in January, has resumed to most of the areas identified by Mayor H. McCallion in a telephone conversation, and the other areas are being monitored daily. Mr. Warren advises that the weather conditions cause the letter carriers unique delivery problems and manoeuvring while carrying loads of up to 50 lbs, and in the York Division alone, some 100 accidents were reported in the month of January. Further, he advises that Canada Post has a community awareness program in place to educate customers about the potential hazards faced by their employees when walkways are not cleared on snow, and the employees themselves will advise customers of specific problems, if it is practical to do so. When the hazard is removed, mail delivery is resumed.

F.06.03.04

RECOMMEND RECEIPT

5. Letter (undated) and signed "Yours for a better Mississauga - A Resident", enclosing a newspaper article entitled "Cities lack perfect plan to clear snow off walks" wherein it is noted that "when it snows, Etobicoke homeowners have to shovel their sidewalks, North York Residents wait for the City to do it and Mississauga residents can thumb their noses at the white stuff", and Mayor H. McCallion is quoted as saying that "3 years ago Mississauga crews plowed all city sidewalks but it was found that many of them were never used".

The letter suggests that the City "ask" the residents to shovel the sidewalks in front of their houses and comments that it is hard to believe that the walks are not used - children use them to go to school, his wife walks to the bus stop, he walks to the GO train sometimes, and walks the dog twice/day - in fact the sidewalks are used but these days he notices people using the street because the sidewalks are impassable.

Further, he advises that one of his neighbours claims "he pays taxes to have his sidewalk shovelled" and another, a City employee, complains because "'they' don't clean the sidewalks". Also, he indicates that he has noticed driveways cleared, and the snow dumped on the sidewalks.

It is the writer's suggestion that residents be "asked" to keep sidewalks clear of snow by means of a notice in with the Hydro bill, or an advertisement in the local newspaper.

F.05.03.02

DIRECTION REQUIRED

6. Letter dated March 1, 1985, from Peggy McLean, Secretary, Peel Seniors Concerns Council, advising of their concern with respect to the "very unsatisfactory state of snow clearance on sidewalks". Ms McLean suggests that notices be included in newspapers reminding citizens "about a by-law enforcing snow clearance of sidewalks".

F.05.03.02

DIRECTION REQUIRED

7. Letter dated March 4, 1985, from John Bunting, 336 Chantenay Drive, advising that "since sidewalks are City property, snow removal is clearly the responsibility of the City of Mississauga". He advises that when he moved to his present home in 1972, the City did a good job of snow removal in a reasonable time after a snowfall and that this continued for a number of years "until apparently a decision was made to clear only 'priority sidewalks' ... and leave snow removal on the majority of City sidewalks to local residents". He indicated that to his knowledge that decision was never widely publicized but that "it is clear that most residents would not be willing to shoulder the City's responsibility in this matter". It is his opinion that the City has no grounds to insist that residents "should accept responsibility for common facilities under the City's jurisdiction ... (if this were so, logically, residents) could also be made responsible for repairs to sidewalks, for fixing potholes in roads, for snow removal from the roads, and for mowing grass in parks located near their residences". Mr. Bunting concludes that if he were willing to accept responsibility for snow removal he would clearly be liable for any accidents and therefore he opposes any by-law in this regard.

F.05.03.02

DIRECTION REQUIRED

8. Memorandum dated February 14, 1985, from Councillor D. Culham to Mayor H. McCallion, suggesting that the allocation of a grant in the amount of \$50.00 for senior citizens to have snow cleared is "unreasonable" and should be increased to \$100.00, or even \$150.00. He suggests that the applicants would have to register but this procedure would allow the City to put the individuals in a position of hiring people on a permanent basis for the season. Further, he suggests that this matter should be dealt with through the ratepayers asking them to survey the senior citizens in their community, and the number of students available to undertake snow removal.

F.05.03.02

DIRECTION REQUIRED

9. Report dated January 9, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to crosswalks, pursuant to Resolution 682-84 (October 22, 1984) whereby the matter of crosswalks was referred to staff for a report in that "crosswalks" have not been evaluated as a traffic device since 1974 (Request for Report 284-84). Mr. Taylor advises that the following intersections have been designated as locations to be studied for "Pedestrian Crossover" (PXO) warrants, which will form the basis of a review of a PXO program:
- Rathburn Road West/Deer Run
 - Creditview Road/Shagbark Crescent
 - Queen Street/Kerr Street
 - Bloor Street/Rymal Road
 - Southdown Road/Wiseman Court
 - Bloor Street/Bridgewood Drive
 - Bloor Street/Cedar Creek Drive.

Mr. Taylor advises that in the fall of 1984, a study was completed for these locations, and the results applied against warrants established by Metropolitan Toronto and the Region of Halton, as follows:

Metro - measure the number of pedestrian crossings over the peak 8-hour period and apply to volume in a graph form against the number of pedestrian crossing difficulties (the most widely used, and the most difficult to achieve) - warrants were not met by a significant degree.

Halton - measure traffic volume and pedestrian volume and develop a warrant in a graph form, and employing a factor when significant numbers of senior citizens and/or children are recorded - warrants were met.

Mr. Taylor advises that the Ministry of Transportation & Communications has initiated a project aimed at establishing greater uniformity in the use of PXOs across the province. He explains that it is anticipated that initial drafts for circulation to municipalities will be completed towards the end of March, and legislation available for the fall sitting of the Legislature. The MTC has suggested that a "hold" be considered on any new installations pending completion of their study.

Further, Mr. Taylor strongly recommends that if the City enters into a PXO program, the warrants established be the only criteria. Further, he suggests that the warrant to be used be determined only after the completion of the MTC study, which matter will be addressed in a further report to the Public Works Committee. Mr. Taylor recommends:

That the report dated January 9, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, to the Public Works Committee (March 21, 1985), with respect to establishment of a "Pedestrian Crossover" (PXO) program in the City of Mississauga, be received.

F.06.03.01

RECOMMEND RECEIPT

10. Video presentation of an extract from the Council Meeting of the City of Kitchener, with respect to recycling.

F.05.04.05

11. Report dated February 7, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to newspaper pick-up and recycling for the month of January 1985. Mr. Taylor details the collection as follows:
- | | |
|---------------------------------|-------------|
| Robran Construction | 115.34 tons |
| Mississauga Clean City Campaign | 7.85 tons |
| Boy Scouts | 5.30 tons |

and recommends:

That the report dated February 7, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, to the Public Works Committee (March 21, 1985), with respect to newspaper pick-up and recycling for the month of January 1985, be received.

F.05.04.05

RECOMMEND RECEIPT

12. Report dated March 12, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to newspaper pick-up and recycling for the month of February 1985 and the year to date. Mr. Taylor details the collection as follows:

	February	Year to Date
Robran Construction	113.31 tons	228.65 tons
Mississauga Clean City Campaign	8.16 tons	16.01 tons
Boy Scouts	5.30 tons	10.60 tons

and recommends:

That the report dated March 12, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, to the Public Works Committee (March 21, 1985), with respect to newspaper pick-up and recycling for the month of February 1985 and the year to date, be received.

F.05.04.05

RECOMMEND RECEIPT

13. Letter dated February 15, 1985, from Mr. Larry E. Button, Clerk, Regional Municipality of Peel, enclosing a report dated January 14, 1985, from Mr. W. J. Anderson, Regional Commissioner of Public Works, summarizing the tonnes of cardboard recovered from wastes destined for landfilling at the Britannia Sanitary Landfill Site in 1984, as follows:
- | |
|--|
| 2,939.65 - received by Domtar |
| 1,763.79 - returned to Peel |
| <u>1,175.86</u> tonnes of cardboard recovered. |

Mr. Button has forwarded this information pursuant to the direction of the Council of the Regional Municipality of Peel.

F.05.04.05, A.02.03.03.03

DIRECTION REQUIRED

14. Letter dated February 15, 1985, from Mr. Larry E. Button, Clerk, Regional Municipality of Peel, enclosing a report dated January 14, 1985, from Mr. W. J. Anderson, Regional Commissioner of Public Works, with respect to the United States Environmental Protection Agency's position towards the use of incineration as a means of waste disposal.

Mr. Anderson advises that at the request of Councillor F. McKechnie, their Waste Management Division investigated this matter and learned that the Agency is very supportive of waste incineration. In fact, an Act signed by President R. Reagan in 1984 makes it clear that incineration of all types of waste or other means of destruction is preferred to landfilling, and amendments look at long-term storage of waste has having more potential to cause problems in the environment and thus with the safety of human life. The Agency has not seen any details that indicate a public safety concern with any of the emissions from plants that are well designed and operated. Further the Agency is working in close cooperation with Canadian officials and reviewing work in the NITEP (National Incinerator Technology Review Program).

Mr. Button has forwarded this information pursuant to the direction of the Council of the Regional Municipality of Peel.

A.02.03.03.09

DIRECTION REQUIRED

15. Request by Councillor L. Taylor that the installation of ripple pavement on Midhurst Lane during the 1985 construction season be approved.

F.02.01

DIRECTION REQUIRED

16. Report dated January 3, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to increasing the size of street name signs, pursuant to the direction of General Committee at its meeting on October 31, 1984 (Request for Report 297-84). Mr. Taylor advises that the current standard was approved in 1976, and is equal to that used in the Cities of Brampton, Burlington, Scarborough and North York and the Town of Oakville, and above that used in the City of Etobicoke. Further, he provides comparisons with the signs used by the City, and the criteria established by the Ministry of Transportation & Communications.

With respect to budget implications, Mr. Taylor advises that there are 3,090 street name signs throughout the City, constituting 3,605 sets of signs, and to replace all would result in an expenditure of \$237,930.00, plus labour costs of approximately \$126,175.00, for a total of \$364,105.00.

Mr. Taylor indicates that his Department feels that the standard used, as follows:

- 4 inch letters on 6 inch blanks for local streets
 - 6 inch letters on 8 inch blanks for arterial and major collector roads
- provides easily identifiable street name signing and incorporates the highest grade of reflective material available to provide the optimum night time retro-reflectivity.

He advises that, in accordance with the policy established in 1976, street name signs are replaced in accordance with the criteria approved at that time as dictated by deterioration or maintenance. However, in the fall of 1984, a program was commenced to upgrade arterial street name signs to bring major intersections up to the current standard, and upon completion of the program over the next couple of years, all street name signing will be in accordance with the standard adopted in 1976. With respect to local street name signs, where they are the old colours of a black legend on a white background, rather than the revised standard of blue and white, the Department plans to enter into a replacement program beginning in 1985.

Mr. Taylor advises that the Department does not feel that larger signs are required and that the program to upgrade signing on arterial and major collector roads will significantly improve signing and satisfy concerns, and recommends:

That the report dated January 3, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, to the Public Works Committee (March 21, 1985), with respect to increasing the size of street name signs, be received.

F.02.07

RECOMMEND RECEIPT

17. Report dated March 13, 1985, Mr. W. P. Taylor, Commissioner of Engineering & Works, pursuant to a concern expressed by Fire Chief G. E. Bentley, with respect to the difficulty in locating 2 apartment buildings addressed as 2339 and 2340 PARK TOWERS AVENUE when that street does not exist as a travelled roadway and access to the buildings is by a private drive running easterly from Hurontario Street. In reviewing the history of this area, Mr. Taylor explains that the street was acquired by the Township of Toronto in 1961 and by-laws passed establishing same as public highway; notwithstanding that, a sidewalk and watermain exist on the land but the roadway has never been constructed.

He suggests that while renumbering the buildings off Hurontario Street would improve the situation, approximately 125 residents would be affected and it would be somewhat confusing in that the buildings are not readily visible from Hurontario Street.

Mr. Taylor advises that this matter has been discussed with the owners of the buildings, as well as the building at the corner of Hurontario Street and the access drive, and they have agreed to a proposal to sign the access as PARK TOWERS DRIVE - PRIVATE ROAD. He explains that the drive will remain private and the assignment of a name is for identification purposes only, and recommends:

- (a) That the access drive extending easterly from Hurontario Street to 2339 and 2340 Park Towers Avenue be named PARK TOWERS AVENUE.
- (b) That a standard City of Mississauga street name sign indicating PARK TOWERS AVENUE with a second blade indicating PRIVATE ROAD be erected on Hurontario Street at the appropriate location.

F.02.07

RECOMMEND ADOPTION

18. Report dated March 15, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to the renaming of AQUITAINE CIRCLE to TRELAWNY CIRCLE. Mr. Taylor advises that pursuant to General Committee Recommendation 1564-84 (November 5, 1984) the name TRELAWNY CIRCLE was approved for use within proposed plan of subdivision T-83036, First City Developments Ltd, where the street had been included on plans as AQUITAINE CIRCLE. Due to considerable inconvenience and delays that would have been experienced by the developer, the plan was registered as Plan 43M-579, with the name AQUITAINE CIRCLE, knowing that it would be necessary to rename the street. Mr. Taylor recommends:

That steps be undertaken to change the street name AQUITAINE CIRCLE to TRELAWNY CIRCLE in accordance with The Municipal Act, RSO 1980.

F.02.07, B.06.579

RECOMMEND ADOPTION

19. Report dated March 15, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to the renaming of MILL STREET in the Village of Meadowvale. Mr. Taylor advises that pursuant to General Committee Recommendation 1752-84 (December 10, 1984), the name of MILL STREET in The Village of Meadowvale was to be changed to OLD MILL STREET, and no action take to change the name of MILL STREET in Streetsville. However, Councillor T. Southorn has subsequently advised in a memorandum dated March 5, 1985, that the Meadowvale Village Community Association is requesting that the approved name OLD MILL STREET be revised to OLD MILL LANE. Mr. Taylor confirms that he has no objection to this change and recommends:

- (a) That General Committee Recommendation 1752-84 (December 10, 1984) be rescinded.
- (b) That steps be taken to change the name of MILL STREET in the Village of Meadowvale to OLD MILL LANE in accordance with The Municipal Act, RSO, 1980.
- (c) That no action be taken to change the name of MILL STREET in the former Town of Streetsville.

F.02.07

RECOMMEND ADOPTION

20. Report dated March 15, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to a proposal submitted by Councillor D. Culham to rename STAVEBANK ROAD between Queensway West and Premium Way as TRILLIUM. Mr. Taylor advises that in the report dated July 31, 1984, with respect to the duplication of street names throughout the City, it was recommended that this portion of road be renamed to resolve confusion existing with the discontinuous portion of Stavebank Road. With respect to the name TRILLIUM, Mr. Taylor advises that the name was rejected by the Region of Peel Street Names Committee in 1979 due to a duplication with Trillium Court in the City of Brampton. Notwithstanding this rejection, Mr. Taylor suggests that due to the considerable distance between the two areas and the fact that Trillium Court is a small street with only 14 lots, the duplication would not be of a serious nature. He also advises that Councillor Culham has indicated that he will arrange a public meeting with the area residents to discuss the acceptability of TRILLIUM and recommends:

- (a) That the name TRILLIUM be approved for the renaming of that portion of Stavebank Road between Queensway West and Premium Way.
- (b) That Councillor D. Culham arrange a public meeting with area residents to discuss the proposed renaming of that portion of Stavebank Road and report back to the Public Works Committee.

F.02.07

RECOMMEND ADOPTION

21. Report dated March 15, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, pursuant to a request by Councillor L. Taylor, summarizing the proposed street names rejected since the implementation of the new street name approval process in the early fall of 1984. Mr. Taylor advises that the following names were approved by the Region of Peel Street Names Committee but subsequently rejected by either the Public Works Committee or General Committee:

- EDENCREST TERRACE (Public Works Committee, September 20, 1984)
- BLYTHE HILL PLACE (Public Works Committee, September 20, 1984)
- SABRA (Public Works Committee, January 17, 1985)
- AMPERSAND (General Committee, January 30, 1985)
- MONGER (General Committee, January 30, 1985)
- BAGWELL (Public Works Committee, February 21, 1985)
- DENEK (Public Works Committee, February 21, 1985)
- FORNAX (Public Works Committee, February 21, 1985)
- LECH WALESA (Public Works Committee, February 21, 1985)
- MENKAR (Public Works Committee, February 21, 1985)
- PAVO (Public Works Committee, February 21, 1985)
- PILCOM (Public Works Committee, February 21, 1985)
- POLLUX (Public Works Committee, February 21, 1985)
- REFLEX (Public Works Committee, February 21, 1985)
- SABIK (Public Works Committee, February 21, 1985)
- SAGITTA (Public Works Committee, February 21, 1985)
- SWEDRU (Public Works Committee, February 21, 1985)
- TUCANA (Public Works Committee, February 21, 1985)
- VOLANS (Public Works Committee, February 21, 1985)
- WINCHESTER DRIVE (Public Works Committee, February 21, 1985),

and recommends:

That the report dated March 15, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, to the Public Works Committee (March 21, 1985), summarizing the proposed street names rejected since the implementation of the new street name approval process in the early fall of 1984, be received.

F.02.07

RECOMMEND RECEIPT

22. Report dated July 31, 1984, from W. P. Taylor, Commissioner of Engineering & Works, regarding the duplication of street names, which report was prepared in response to concerns expressed by Councillor T. Southorn and Fire Chief Gordon Bentley.

This matter was considered by the Public Committee on August 8, 1984, at which time it was recognized that considerable time would be involved in resolving the duplications and, in many instances, it would be necessary for meetings to be held with area residents. Pursuant to Recommendation 44-84, as amended by General Committee on August 13, 1984, and subsequently adopted by Council on August 15, 1984, this report was circulated to the Members of Council, the Fire Chief and the Chief of Police for their comments as to the identification of duplications and conflicts which require priority, and included on the agenda for the Committee Meeting on September 20, 1984.

On September 20, 1984, the Committee considered an updated version of Mr. Taylor's report, including comments received to date from the Members of Council. Pursuant to Recommendation 58-84 approved by General Committee on October 3, 1984, and subsequently adopted by Council on October 9, 1984, consideration of the report was deferred to the next meeting of the Committee (October 18, 1984), at which time the duplication of street names in Wards 1, 5 and 9, were to be addressed.

On October 18, 1984, the Committee passed Recommendations 67-84 through 71-84, inclusive, which were approved by General Committee on October 31, 1984, and subsequently adopted by Council on November 5, 1984, paraphrased as follows:

- 67-84 ... subject to the approval of area residents ... First Street between Cawthra Road and West Avenue (Ward 1) be renamed Gordken Road ...
- 68-84 ... feasibility of closing First Street between Second Line West and Pond Street (Ward 9) be referred to Councillor T. Southorn for review with the Meadowvale Village Community Association and a report back ...
- 69-84 ... duplication of Mill Street between Derry Road West and Pond Street (Ward 9) be referred to Councillor T. Southorn for 60 days to allow discussions with the Meadowvale Village Community Association with respect to the suggestion that the street be renamed.
- 70-84 ... duplication of Princess Street within Wards 5 and 9 be referred to Councillors F. McKechnie and T. Southorn for 60 days to allow discussions with local residents with respect to the suggestion that the street in Ward 5 (between Catrnick Street and Hull Street) be renamed.
- 71-84 ... subject to the approval of area residents, River Road between Veronica Drive and Inglewood Drive (Ward 1) be renamed ...

The November and December meetings of the Public Works Committee were cancelled due to a lack of items of business, and this subject was included on the agenda for the meeting held on January 17, 1985.

At the January 17, 1985, meeting, the Committee passed Recommendation 5-85, pursuant to a memorandum from Councillor Kennedy in accordance with Recommendations 67-84 and 71-84, suggesting that First Street between Cawthra Road and West Avenue be renamed Ebony Avenue, and that River Road between Veronica Drive and Inglewood Drive be renamed Old River Road. This recommendation was approved by General Committee on January 30, 1985, and subsequently adopted by Council on February 11, 1985.

At the meeting held on February 21, 1985, the Committee was to consider the duplications of street names within Wards 2, 3 and 9; however, due to time constraints, the matter was deferred to this meeting.

By memorandum dated January 21, 1985, Councillor T. Southorn advised that the area residents have confirmed that they would appreciate Tenth Line being renamed Lisgar Trail.

NOTE: Mr. Taylor's July 31, 1984, report is NOT attached to this agenda since the report has been duplicated on 3 previous agendas. Extra copies will be available at the meeting.

F.02.07

DIRECTION REQUIRED

23. Report dated February 15, 1985, from W. P. Taylor, Commissioner of Engineering & Works, pursuant to a petition from the residents of Talka Subdivision, requesting that the 3-hour parking limit be rescinded, or that parking permits be issued to permit residents to park in front of their homes. Mr. Taylor advises that the petition covers the following streets (the percentages following the street names reflect the numbers signing the petition):

Andros Boulevard	58%
Kos Boulevard	43%
Zante Crescent	40%
Zante Court	69%
Lefkas Court	35%
Nesdale Court	35%
Ithaca Court	23%
Overall	45%

Further, he advises that the on site parking has been reviewed, with the result that each unit would appear to have at least 2 parking spaces on the unit property, as follows:

- One car in garage and at least one car in a driveway,
- Two car parking space in the front yard of the unit.

He advises that, while the snow conditions during the review made it difficult to assess the actual configuration of parking spaces on some of the lots, based on the overall picture each lot appears to have at least 2 parking spaces on site. The site plan for the subject development indicates that parking is provided for 2 cars on each lot, with some units having additional parking in driveways.

Mr. Taylor suggests that some of these spaces may be less convenient than on-street parking as vehicles would have to be parked one behind each other, but this situation is not uncommon in other parts of the City.

He details the widths of the subject roads, and explains that while the pavement widths on all but the smallest courts can accommodate parking on at least one side, very little on-street parking would be created due to the large number of existing driveways.

Reviewing his report dated February 13, 1984 to the Public Works Committee and subsequently adopted by Council on May 14, 1984, Mr. Taylor confirms that areas where less than 200% on site parking exists, and no more on site parking can be developed, could be considered for long term on-street parking. Based on the foregoing, he indicates that he does not favour the development of long term on-street parking in this area, and recommends:

That long term on-street parking not be considered for the following streets within Plan M-209, Talka Subdivision: Andros Boulevard, Kos Boulevard, Zante Crescent, Zante Court, Lefkas Court, Nesdale Court and Ithaca Court.

NOTE: This report was considered by the Committee at its meeting held on February 21, 1985, and at the request of Councillor M. Marland, the matter was deferred to this meeting (Recommendation 32-85).

F.06.04.02

RECOMMEND ADOPTION

24. Traffic Signals

At the General Committee Meeting held on October 17, 1984, Councillor F. McKechnie requested that the entire matter of traffic signals throughout the City be referred to the Public Works Committee, with particular emphasis on unwarranted traffic signals when the entire cost has been borne by the developer.

NOTE: This matter was included on the agenda for the Committee at its meeting held on February 21, 1985, and due to the Councillor's extended illness, on verbal motion by Councillor D. Cook, the matter was deferred to this meeting at which time it is hoped that Councillor McKechnie will be well enough to attend.

J.05.84043

DIRECTION REQUIRED

25. Storm Drainage within the Hurontario District.

The Planning Committee Meeting at its meeting held on February 26, 1985, during discussion of the following rezoning applications:

- OZ-36-81, E. Hanson & Associates (Hawthorne) (455469 Ontario Ltd) (west side of Hurontario Street, north of Eglinton Avenue)
- OZ-41-84, Traders Associates (400556 Ontario Limited) (north of Eglinton Avenue West between Hurontario Street and McLaughlin Road)
- OZ-55-84, Goldome Development Corporation (north-east corner of Eglinton Avenue West and McLaughlin Road),

considered 3 letters dated February 20, 1985, from Mr. Michael Hosinec the owner of the lands on the north side of Eglinton Avenue, west of Hurontario Street at the Cooksville Creek.

In his correspondence, Mr. Hosinec expressed concern:

- that the Engineering Department has stated "that the Cooksville Creek is an outlet for storm sewers", that he has not entered into any easement agreements with the City or Traders Associates or E. Hanson & Associates for the drainage of lands under rezoning applications OZ-41-84 and OZ-36-81, which condition is required prior to any servicing submission, and that the proposed works will have an impact on his lands,
- the storm sewer pipe from lands under rezoning application OZ-41-84 is directed into the Cooksville Creek, and pursuant to an agreement signed in June, 1981, no storm water run off would be directed from certain lands via that sewer pipe, but would be directed to a City-approved outlet.

Councillor D. Culham, Chairman of the Planning Committee, also referred to a letter dated January 30, 1985, from Mr. J. W. Sabine, solicitor, on behalf of his clients, expressing concern about the effects on their property if the residential development proposed under the rezoning applications OZ-41-84, OZ-36-81 and OZ-55-84 proceeds with plans to divert storm and sanitary sewers along Plymouth Drive to Eglinton Avenue.

This correspondence is attached, along with extracts from the minutes of the Planning Committee Meeting, during which meeting "a member stressed that the (Planning) Committee is dealing with land use and engineering matters best dealt with by Public Works Committee".

OZ-37-81, OZ-41-84, OZ-55-84.

DIRECTION REQUIRED

26. Summary of Unfinished Business.

A.03.04.06



City of Mississauga

MEMORANDUM

Files: 12 111 00015
12 211 85010
11 141 00039

(a)

To: Chairman and Members of the
Public Works Committee
Dept.

From: Mr. William P. Taylor, Commissioner
Dept. Engineering and Works

P. W. DATE Feb 24/85

REPORT REQUEST NO. 41/85

February 20, 1985

P. W. DATE Mar 24/85

SUBJECT: Sidewalk Snow Plowing

ORIGIN: Engineering and Works

COMMENTS: Council, at its meeting on February 11, 1985, referred the entire matter of sidewalk snow plowing and sanding to us for a report to Public Works Committee. The following items were to be addressed in the report:

- a) Consideration of the implementation of a by-law which would place the responsibility of sidewalk snow plowing on the adjacent property owners, the cost involved to enforce such a by-law, and the effect of such a by-law which exists in Toronto and Etobicoke;
- b) The cost to the City when the original sidewalk snow plowing by-law was in existence wherein the City was responsible for the plowing of sidewalks, and the budget amount to the City if such a by-law were implemented at this time.
- c) Cost to the City of damage to curbs and lawns by snow-plows.

With respect to the by-law we were requested back in 1979 to prepare one. Attached is a copy of the Draft By-law together with our report for your information. The intent of this by-law was to require the Owner of any building which fronted on a sidewalk to clear that sidewalk within 24 hours after the snow had stopped. The City was to clear all sidewalks on all reverse frontage streets which were shown on Schedule 'A' of the attached by-law. We are also attaching a copy of the City of Toronto's notice which is advertised in the paper each year concerning their by-law which requires the abutting Owners to clear the snow and ice from the sidewalks within 12 hours after a snowfall. We recommended against this by-law and suggested that we undertake a City-wide sidewalk clearing programme based on priority and selected sidewalks that would be done which would be determined on the basis of need and the volume of pedestrian traffic to which the

..2

1(h)
Chairman and Members of the
Public Works Committee
February 20, 1985
Page 2

Subject: Sidewalk Snow Plowing

COMMENTS - cont'd.

sidewalk was subject to: i.e. - main arterial roads, neighbourhood collectors, sidewalks adjacent to schools, transit routes, old age homes, hospitals, etc. This was implemented in 1980 and has been reviewed each year in the Summer to see which streets should be added. The last official approved plowing and sanding routes are shown on the attached map entitled 1984 Sidewalk Plowing and Sanding Priorities. Attached is a copy of our report at that time together with the approval of Council. We are still of the opinion that this policy has worked reasonably well and cannot see any reason to expand the programme on a City-wide basis.

With respect to the costs involved in snow plowing, it is extremely difficult to give Council accurate estimates in that obviously the cost depends on how much snow we receive in any given year. Naturally, in a very mild Winter the cost is extremely low and in a Winter which has a lot of snow the cost is quite high, however, we shall endeavour to give some guidelines as to cost. It should be pointed out, as Committee is aware, sidewalk plowing is a non-subsidizable item and therefore the total cost is borne by the City. The 1983/84 season was, in our opinion, fairly average and the sidewalk plowing costs were in the area of \$200,000.00 (budget was \$227,000.00). The expenditures to date in the 1984/85 season are approximately \$230,000.00 (it should be pointed out that this expenditure only represents from January 1st as any expenditures in December 1984 were reflected in the 1984 budget). Assuming that an average expenditure is \$230,000.00 to plow under the existing policy, under an average Winter this expenditure would rise to approximately \$650,000.00 if all sidewalks were plowed. The rationale for arriving at that figure is based on the following:

- a) Approximately 40% of the total sidewalks are now plowed;
- b) The existing sidewalks are fairly long, straight, and good production can be achieved;
- c) The remaining sidewalks (60%) are in very low volume residential type areas with many bends and culs-de-sac and therefore we have reflected a slight increase in cost over a straight pro-rata interpolation.

As far as the cost of damage to lawns is concerned, this is another area where the expenditures are up or down depending on whether sod is frozen or not. We would suggest,

Chairman and Members of the
Public Works Committee,
February 20, 1985
Page 3

(C)

Subject: Sidewalk Snow Plowing

COMMENTS - cont'd.

however, a \$10,000.00 to \$15,000.00 figure is reasonable.

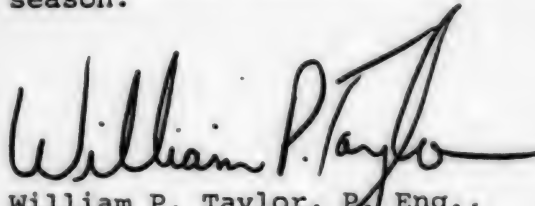
With respect to the enforcement of a by-law, we feel that this would be under the jurisdiction of the Building Department and although we do not see an increase in staff being required due to the short duration of the problem we feel that the Commissioner of Buildings should report directly on this matter.

As far as expanding the sidewalk programme is concerned to cover all sidewalks in the City, we are of the opinion that this would be a poor investment especially having regard for the Current Budget.

RECOMMENDATIONS:

1. That the City continue with its present policy on clearing sidewalks based on a priority system and that the sidewalks to be plowed be reviewed annually by the Public Works Committee as has been done in the past.
2. That the implementation of a by-law which would require all of the abutting owners to clear their sidewalks other than those plowed by the City be discussed at a future Public Works Committee prior to the 1985/86 Winter season.

AEM:dw
Attach's.


William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

c.c. Mr. E. M. Halliday
Mr. D. J. Debenham

162
Chairman and Members of the
Public Works Committee

From Mr. William P. Taylor, Commi:

Dept. Engineering and Works

P. M. DATE JAN 19 1984

July 25, 1979

Request No. 14-79
SUBJECT:

Snow removal from City sidewalks.

ORIGIN:

Council Resolution No. 160 - February 26, 1979.

COMMENTS:

City Council at its meeting of February 26, 1979 passed Resolution No. 160 which instructed the Engineering and Works Department to prepare a by-law with respect to snow removal from sidewalks by residents. When this by-law was prepared, it was to be considered by the Public Works Committee.

It should also be noted that Council, during its 1979 budget discussions, deleted the monies involved for sidewalk snow removal for the month of December. Discussions at that time revolved around the philosophy that the City would discontinue the plowing of sidewalks on frontage streets, however, would continue to plow sidewalks on reverse frontage streets and special isolated conditions. A list of streets and a map indicating the locations which we are recommending we continue to plow are attached. The by-law relating to this is also prepared for Committee's consideration.

For Committee's information, the estimated cost for plowing and sanding of sidewalks in the City in 1980 would be approximately \$200,000.00. The estimated cost if the City only plowed the reverse frontages, as outlined in Schedule 'A' of the by-law, would be in the order of \$90,000.00 which would result in a saving of approximately \$110,000.00.

Also, for Committee's information, we would advise that the total expenditure to date in 1979 for this activity is \$160,000.00 which obviously does not include December of 1979.

It should be pointed out that it is essential that this matter be decided prior to August 15, 1979 as the for snow removal equipment are called during the last two weeks in August of each year.

Chairman and Members of the
Public Works Committee
July 25, 1979
Page 2

1-7
(12)

Subject: Snow removal from City Sidewalks

RECOMMENDATIONS: 1. That Committee of Public Works decide whether to pass the attached by-law which provides for the clearing away and removal of snow and ice from sidewalks on highways;

OR ALTERNATIVELY,

2. Decide whether to continue the present level of service and plow and sand all sidewalks in the entire City.

AEM:dw
Attach's.

ORIGINAL SIGNED BY

William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

c.c. Mr. E. M. Halliday
Mr. L. Love
Mr. R. Edmunds
Mr. K. Cowan
Mr. D. Ogilvie
Mr. D. Debenham
Ms V. MacLean



BY-LAW NUMBER _____

A By-law to provide for the clearing away and removal of snow and ice from sidewalks on highways.

WHEREAS, a by-law may be passed by Council under paragraph 57 of Section 354 of The Municipal Act, R.S.O. 1970, c. 284 for clearing away and removing snow and ice from sidewalks on the highway in front of, alongside or at the rear of any occupied, unoccupied building or vacant lot, at the expense of the owner.

NOW THEREFORE, the Council of the Corporation of the City of Mississauga ENACTS as follows:

1. Where snow, ice or hail has not been removed from a sidewalk on a highway in front of or alongside or at the rear of an occupied or unoccupied building or vacant lot in the City of Mississauga within 24 (twenty-four) hours of the time that the snow, hail or other precipitation has ceased, the Commissioner of Engineering and Works, or his designate or agent may at the expense of the owner of the building or lot cause such snow or ice to be removed, and shall keep an account of all expenses relating to the removal and the expenses may be collected or recovered from the owner in any lawful manner including in the like manner as municipal taxes as provided in Section 469 of The Municipal Act, R.S.O. 1970, c. 284 as amended.

2. The provisions of sub-section 1 do not apply to public walkways, pedestrian overpasses, sidewalks abutting municipal property, or those sidewalks set out in Schedule "A" attached hereto.

ENACTED and PASSED

day of

1919

1191

MAYOR

CLERK

APPROVED
AS TO FORM
City Solicitor
MUSSEAUCA

11111

ROAD	S.	FROM	TO
Copenhagen Road West Leg	West	Derry Road	269' North (Oslo)
Copenhagen Road East Leg	East	Derry Road	366' North
Falconer Drive	West	156' South of Bow River	Park Street
Creditview Road	West	Kenninghall Blvd.	924' North
Creditview Road	West	Kenninghall Blvd.	613' South
Glen Erin Drive	East	438' South of Montevideo Rd.	234' South
Glen Erin Drive	West	Inlake Court	Windwood Drive
Glen Erin Drive	West	144' North of Inlake Court	Montevideo Rd.
Montevideo Road	East	Aquitaine Avenue	348' South
Montevideo Road	East	Aquitaine Avenue	642' North
Aquitaine Avenue	North	Millcreek Drive	Montevideo Road
Aquitaine Avenue	South	Millcreek Drive	Montevideo Road
Millcreek Drive	West	Aquitaine Avenue	384' North
Millcreek Drive	West	Derry Road	996' South
Millcreek Drive	West	180' North of Derry Road	192' South of Tar Roc
Glen Erin Drive	East	144' North of Council Ring	600' South of The Collegeway
Glen Erin Drive	West	150' North of Council Ring	462' South of The Collegeway
The Collegeway	South	66' West of Windjammer Rd.	156' East of Cour Ring Road
The Collegeway	North	144' West of Spruce Needle Drive	216' East of Council Ring Road
Winston Churchill Blvd.	East	816' North of #5 Highway	960' North of #5 (Watercourse)
Winston Churchill Blvd.	East	1,692' North of #5 Hwy.	2,100 North of #5 Hwy
Winston Churchill Blvd.	East	132' North of Frankston Rd.	690' North of Fr ston Road
Winston Churchill Blvd.	East	762' North of Frankston Rd.	912' North of Frankston Road
Winston Churchill Blvd.	East	(North of #3311) North side of #3341	(South of #3333) South side of #3
Burnhamthorpe Road	North	Winston Churchill Blvd.	Tomstock Gate
Winston Churchill Blvd.	East	The Collegeway	Burnhamthorpe Rd
Church Street	West	270' south of Ontario St.	336' South of Ontario Street
Battleford Road	South	Walkway	744' West
Shelter Bay Road	West	Arvida Circle	680' South
Tours Road	North	Crickadown Court	85' West
Tours Road	South	Winston Churchill Blvd.	Glace Bay Road
Tours Road	South	Glace Bay Road	265' East
Dundas Street West	North	Wolfdale Road	Cedarglen Gate
Dundas Street West	North	Erindale Station Road	1,000' West
Dundas Street West	North	The Credit Woodlands	Winston Churchill Boulevard
Dundas Street West	South	Winston Churchill Blvd.	Windemoya Road
Erindale Station Road	West	Dundas Street	Forestwood Drive
Erindale Station Road	West	Forestwood Drive	McBride Avenue
Erindale Station Road	West	McBride Avenue	Railway Tracks
Erindale Station Road	East	Forestwood Drive	750' North
Wolfdale Road	West	Dundas Street	Forestwood Drive
Huronario Street	West	Railway Tracks	1,000' North
Huronario Street	East	Railway Tracks	Fairview Drive
Burnhamthorpe Road East	South	Hwy. 310	Cooksville Creek
Burnhamthorpe Road East	South	Central Parkway	Cawthra Road
Burnhamthorpe Road East	South	Cawthra Road	Tuckers Road
Burnhamthorpe Road East	South	1,500' East of Tomken Rd.	Autumn Harvest Drive
Burnhamthorpe Road East	South	Autumn Harvest Drive	Golden Orchard
Burnhamthorpe Road East	South	Golden Orchard Drive	Dixie Road
Burnhamthorpe Road East	South	Havenwood Drive	Fieldgate Drive
Burnhamthorpe Road East	South	Fieldgate Drive	Hydro Right-Of-Way
Burnhamthorpe Road East	North	Ponytail Drive	Fieldgate Drive
Burnhamthorpe Road East	South	Fieldgate Drive	Havenwood Drive
Williamsport Drive	West	Burnhamthorpe Road	Winding Trail
le Road	West	Winding Trail	3000 Street
le Road	West	Bloor Street	Golden Orchard
le Road	West	Forestwood Drive	Winston Churchill

ROAD	TO	FROM
Dixie Road	Golden Orchard Drive	Little Etobico Creek
Bloor Street East	North Central Parkway	Hyacinthe Blvd.
Bloor Street East	North Hyacinthe Boulevard	Mississauga V. Boulevard
Bloor Street East	North Mississauga Valley Blvd.	Cawthra Road
Bloor Street East	South Cawthra Road	Mississauga V. Boulevard
Bloor Street East	South Mississauga Valley Blvd.	Michelle Row
Bloor Street East	South Michelle Row	Central Pkwy.
Central Parkway	East Cliff Road	Bloor Street
Central Parkway	East Bloor Street	Mississauga Valley Blvd.
Queensway West	East Mississauga Valley Blvd.	Burnhamthorpe
Queensway West	North Stillmeadow Road	1,500' East
Queensway West	North Mavis Road	1,100' East
Queensway West	North Mavis Road	Damien Way
Queensway West	North Damien Way	Rosemary Drive
Mavis Road	North Rosemary Drive	Old Carriage 1
Mavis Road	East Paisley Boulevard	Louis Drive
Mavis Road	East Louis Drive	Queensway
Mavis Road	West Dundas Street	Paisley Blvd.
Mavis Road	West Paisley Boulevard	Louis Drive
Stavebank Road	West Louis Drive	Queensway
Lakeshore Road	East Queensway	Isabella Avenue
Lakeshore Road	South Owenwood Drive	500' East
Embassy Avenue	South Balboa Drive	348' West
Southdown Road	West The south limits	160' North
Southdown Road	East Bonnymede Drive	1,000' South
Southdown Road	West Truscott Drive	430' South
Dundas Street West	West Ontario Hydro Right-Of-Way	990' North
Dundas Street West	South 150' East of Winston Churchill	560' East of Woodchester Dr.
Derry Road East	South 500' East of Liruma Road	500' West of Fifth Line W.
Derry Road East	North C.N.R. crossing east of Airport Road	1,250' East
Rexwood Road	North 500' east of Goreway Dr.	Netherbrae Rd.
Goreway Drive	West Rendale Boulevard	Northerly 250'
Torcken Road	West Nashua Drive	1,500' South
Torcken Road	West Burningsbrook, School lot line	
Torcken Road	West Bloor Street, School lot line	
Torcken Road	West School lot line, Flagship	
Torcken Road	West Flagship, School lot line	
Torcken Road	West School lot line, Pymal Road	
Torcken Road	East Nursery Lot line, Burningsbrook	
Torcken Road	East Burningsbrook, Bloor	
Torcken Road	East Bloor, Flagship	
Torcken Road	East Flagship, Netheric	
Cliff Road	East Netheric, School wall way	
Cliff Road	West Rhonda Valley, Rhonda Valley	
Cliff Road	West Rhonda Valley, Mississauga Valley Blvd.	
Cliff Road	East Lot line of town homes, Karen Park	
Cliff Road	East Karen Park Cres., Karen Park Cres.	
Cliff Road	East Karen Park Cres., lot line of town homes	

19j)

TORONTO STAR, MONDAY, DECEMBER 3, 1984/A13

TORONTO STAR



City of Toronto

Help keep sidewalks clear of snow and ice this winter

City of Toronto property owners and occupants are required to clear snow and ice from sidewalks abutting their property as often as required, and no later than 12 hours after a snowfall.

Those who fail to do so are liable to receive a summons under By-laws 567-75 and 568-75. The required snow removal would then be undertaken by City employees, with associated costs added to the property owner's realty taxes.

City forces clear sidewalks for physically handicapped and senior citizens who have applied for this free service. For further information contact the Department of Public Works at 947-7768.

R.M. Bremner, P.Eng., F.I.C.E.
Commissioner of Public Works

RECEIVED

DEC 6 1984

COUNCILLORS

to Wm. P. Taylor, P. Eng., Commissioner

From Christine Dodds

Dept. Engineering and Works

Dept. Clerk's Department

October 10, 1984.

Re: Sidewalk Snow Ploughing

File: F.05.03.02, 12 111 0015, 12 211 84010, 11 141 00039

In response to your report dated August 17, 1984, on the sidewalk snow ploughing programme for 1984/1985, on Tuesday, October 9, 1984, Council adopted the following recommendation of the Public Works Committee dated September 20, 1984:

- (a) That the sidewalks shown on Drawing Z-12620 dated July, 1983, presented to the Public Works Committee at its meeting held on September 20, 1984, be approved for ploughing and sanding in the 1984/1985 winter season.
- (b) That the Public Information Section of the Clerk's Department be requested to publicize the City of Mississauga's snow ploughing programmes in all City publications.

Christine Dodds

Christine Dodds
Clerk's Department.

c.c. J. Hoshko, Public Information

ENGINEERING WORKS & MFG. DEPT.		
RECEIVED IN THE		
OCT 10 1984		
WPT		
W. Hoshko		

122
To Chairman and Member
Dept. Public Works Commit

11 141 05039
William P. Taylor, Commissioner
Engineering and Works

REPORT REQUEST NO.

17, 1984

*Filed Aug 29/84
J.P.A.P.*

SUBJECT:

Sidewalk Snow Ploughing Programme - 1984/1985

ORIGIN:

Engineering and Works Department

COMMENTS:

Committee will recall that back in January 1984 Council reviewed the 1983/1984 approved Sidewalk Ploughing Programme and the Councillors were requested to provide their individual recommendations as to what additional sidewalks should or should not be ploughed within the various wards. At that time these additions were referred to the Commissioner of Engineering and Works for a report back to the Public Works Committee and these additional streets were to be addressed prior to the 1984/1985 winter season.

The additional sidewalks suggested by the Councillors (shown in green) were reviewed by staff as requested and were found to be reasonable. It was also decided at that time that this matter would be placed on an upcoming General Ratepayers' Meeting which was to be held on March 27, 1984, in order that we could receive their input or comments. At that meeting Councillor Culham showed this map and explained the Sidewalk Ploughing Programme. The sidewalks shown in black were the ones ploughed prior to the 1983/1984 winter season; the sidewalks shown in red were added and approved for ploughing in the 1983/1984 winter season; the sidewalks shown in green have been requested by the Councillors and, which we have previously stated, are reasonable additions; and the sidewalks shown in yellow are new sidewalks which have been, or will be, constructed as part of 1984 Capital Budget or part of Subdivision Agreements which we are recommending be added to the ploughing for the 1984/1985 winter season.

RECOMMENDATION:

That the sidewalks shown on Drawing Z-12620 dated July 1983 be approved for ploughing and sanding in the 1984/1985 winter season.

ORIGINAL SIGNED BY

William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

AEM:dw

c.c. Mr. E. M. Halliday
Mr. D. J. Debenham

204M 145



City of Mississauga
MEMORANDUM

2(a)

To Chairman and Members of the
Dept. Public Works Committee

From W. P. Taylor, P. Eng.
Dept. Commissioner of Engineering & Works

1918

P. W. DATE Mar 21/85

File Ref: 12 211 84010
12 111 00015

F 05 03 02

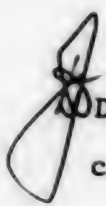
February 28, 1985

SUBJECT: Sidewalk Plowing and Sanding
ORIGIN: Councillor D. Culham

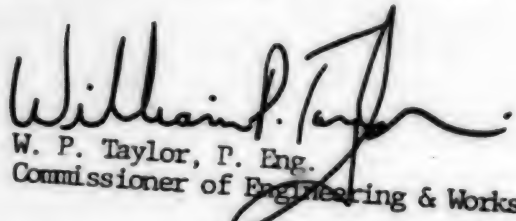
COMMENTS: We have had a request for an increase in the level of service for plowing and sanding of the sidewalks on Ifield Road, Portway Avenue and Beemer Avenue. These sidewalks are used by children attending the Oakridge Public School and the attached plan indicates the route that is taken.

The sidewalks at the present time are not listed as priority routes within the guide lines as approved by Council.

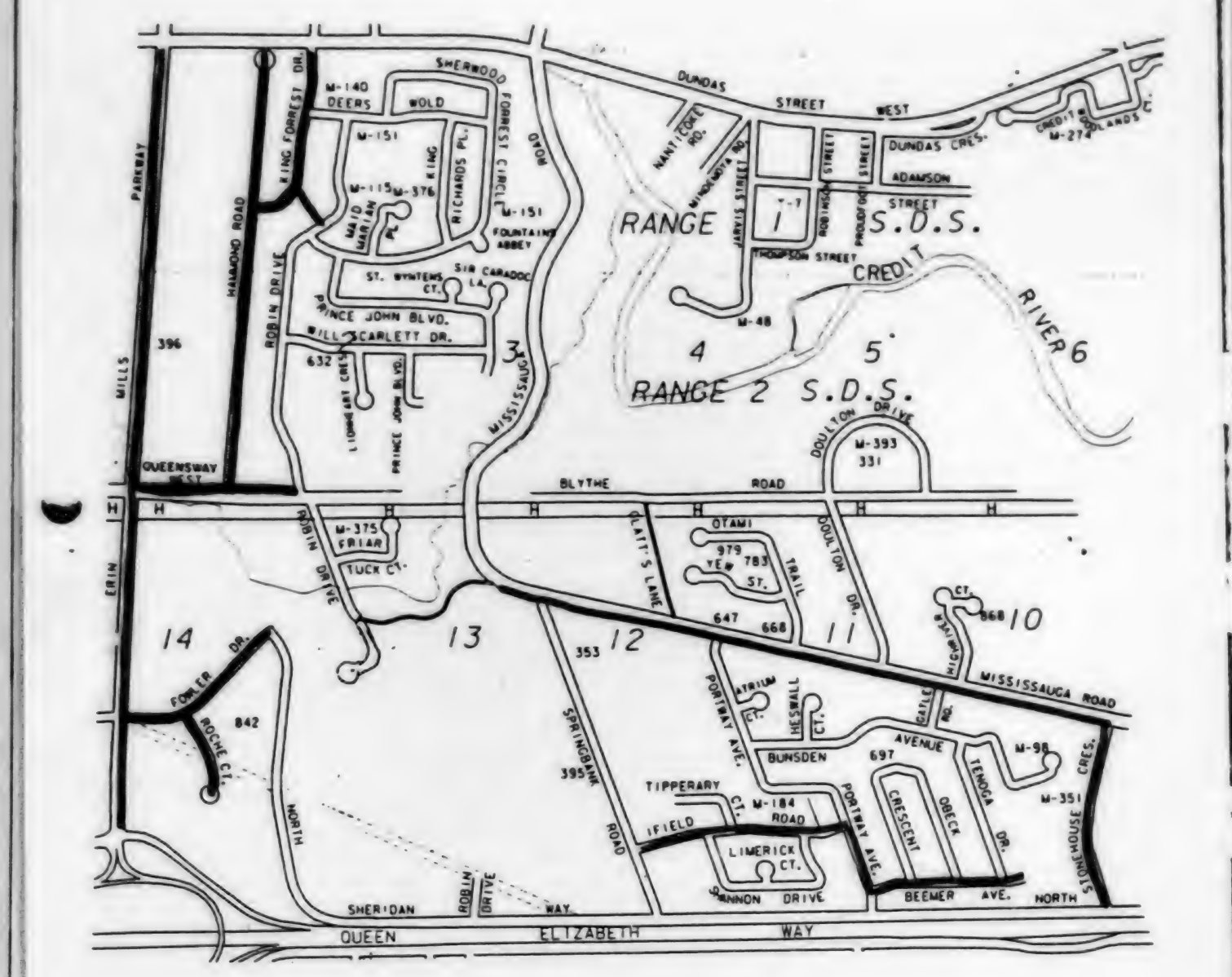
RECOMMENDATION: That the sidewalks on Ifield Road, Portway Avenue and Beemer Avenue which are used as a direct route to the Oakridge Public School be placed as a priority route for winter maintenance

 DJD:AEMcd:db

c.c. E. Halliday


W. P. Taylor, P. Eng.
Commissioner of Engineering & Works

2(h)





City of Mississauga

MEMORANDUM

File Ref: 12 111 00015

3

To: Mayor & Members of
Dept: Public Works Committee
From: W. P. Taylor, P. Eng.
Dept: Commissioner of Engineering & Works
2281

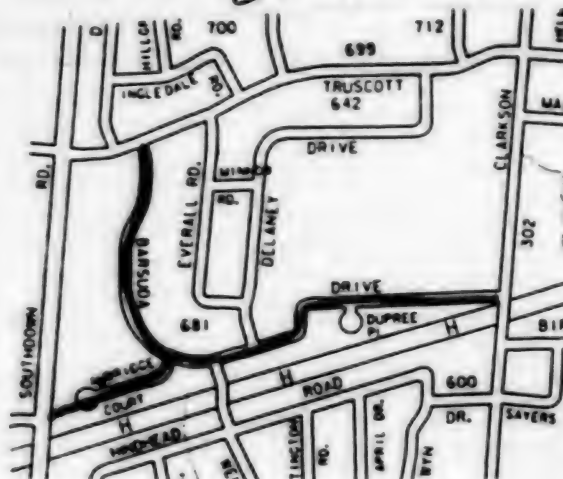
MAR 18 1985
F 650302

P. W. DATE Mar 21/85
March 14, 1985

SUBJECT: Sidewalk Plowing & Sanding - Barsuda Drive
ORIGIN: Councillor M. Marland
COMMENTS: We have had a request for an increase in the level of service for plowing and sanding on Barsuda Drive between Ambridge Court and Clarkson Road. This section of sidewalk is not listed as a priority route within the guide lines as approved by Council. Barsuda Drive is a priority road for road snow plowing and sanding and the traffic volumes and the pedestrian counts would indicate that the sidewalks on this road should be given a higher priority.
RECOMMENDATION: That the sidewalk plowing and sanding on Barsuda Drive between Ambridge Court and Clarkson Road be upgraded as a priority route and this be implemented for the 1985/86 winter season.

William P. Taylor
W. P. Taylor, P. Eng.
Commissioner of Engineering & Works

[Signature]
DJD:AEMcd:db
c.c. *E. Halliday*



H(6)

Canada Post
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des Postes

President and
Chief Executive
Officer

Président -
directeur
général

Ottawa, Canada
K1A 0B1

1985-02-20

P. W. DATE

Mar 21/85

7 85

Her Worship Hazel McCallion
Mayor of the City of Mississauga
1 City Centre Drive
Mississauga, Ontario
L5B 1M2

Dear Madame Mayor:

Further to my previous correspondence regarding the interruption of mail delivery to parts of Mississauga, I am pleased to inform you that delivery service has resumed to most of the areas you identified.

I am advised that the property owners of the townhouse complex at 1560 Bloor Street East are still clearing pathways. The units without service, that is, 71 to 74, 80 to 98 and 126 to 140, are being monitored daily. As soon as the ice and snow are removed, service will be re-instated. The industrial complex at 1730 Dundas was without mail delivery from January 15 to January 22, but I understand that all problem areas have been cleared and that service is now proceeding as usual. With regard to the seniors' home at 2440 Truscott Drive, delivery was not suspended.

I should explain that weather conditions during the month of January caused the Canada Post Corporation unique delivery problems. In the York Division alone, 1,000 letter carrier accidents were reported, with some of the injuries sustained being quite serious. As I am sure you will appreciate, letter carriers can carry loads of up to 50 pounds, and this weight greatly restricts their agility.

In the interest of occupational health and safety the Corporation has a community awareness program in place to educate our customers about the potential hazards our employees face when walkways are not cleared. Also, when faced with situations that might cause injury, our employees will promptly advise customers of the problem, if it is practical to do so. Their supervisors monitor the situation and mail delivery is re-instated when the hazard is removed. I hope that as customers across Canada become more aware of the problems involved, suspension of service will no longer be necessary.

.../2

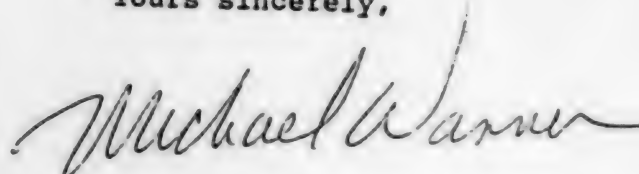
Canada

H(Ch)

It is important to note that we are not the only organization faced with this problem. I am aware, for instance, that during the month of January the Works Department of the City of Toronto issued 12,000 warnings to property owners to clear sidewalks.

Thank you for bringing your concerns to my attention. I trust I have been able to clearly explain the Corporation's position.

Yours sincerely,

A handwritten signature in cursive script that reads "Michael Warren". The signature is fluid and elegant, with a long horizontal stroke at the end.

R. Michael Warren
President and Chief
Executive Officer



Canada Post
Corporation

Société canadienne
des Postes

President and
Chief Executive
Officer

Président -
directeur
général

Ottawa, Canada
K1A 0B1

February 7, 1985

C.A. DATE FEB 25 1985

Her Worship Hazel McCallion
Mayor of the City of Mississauga
1 City Centre Drive
MISSISSAUGA, Ontario
L5B 1M2

1454
FEB 18 1985
F-06 0304

Hazel
Dear Madame Mayor:

Thank you for bringing to my attention the interruption of mail service in certain areas of Mississauga as a result of icy sidewalks and walkways.

The specific details on the affected locations that you agreed to provide to Ed Roworth will be a great help to the officials who are looking into this matter. They will be providing me with a report very shortly and as soon as I have it, I will be in touch with you again.

kindest regards - Yours sincerely,

Michael Warren

R. Michael Warren
President and Chief
Executive Officer

✓
TO BE RECEIVED
COPY HAS BEEN SENT TO
J. TAYLOR

Canada

5(a)

F. W. DATE Mar 21/85

Dear Mayor McCullion:

✓ FEB 24 1935
0643

Since your name is mentioned in the attached article, I'm directing this to your attention.

I suggest that the City put out a notice and "ask" the residents ~~the~~ to shovel the sidewalk in front of their house.

By the 26 years that we've lived here, I don't recall ever seeing a "request" by the City, to the residents, asking them to clean the sidewalk. Try a notice - it might work.

That's the message, but if you have time, read on.

Opie quoted as saying, "that many sidewalks were never used." That's hard to believe. There must be children on almost every street who have to walk to school. Stop, quite a few people walk to catch buses and trains. My wife walks to the bus stop. I walk to the GO train sometimes, and I walk the dog twice a day. I can tell you that the sidewalks are used. But, these days, I notice people walking in the streets, because the sidewalks are impossible to use.

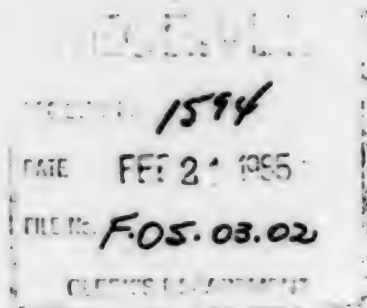
I have a neighbour who complains he says to have his sidewalk shovelled. I have another neighbour, a City employee, who complains because "they" don't clean the sidewalks. Many residents may have lived in rural areas where there were no sidewalks,

5. (16)
and they never developed the habit of
clearing the sidewalks. Also, we must have
residents from countries that never had snow.
They're not used to shovelling snow off the
sidewalk.

As I walk around the neighbourhood,
I see driveways where the last snowflake
has been removed - and dumped on the
sidewalk.

A little education is necessary. Only
the City can do it. Try the notice. Get
out a flyer to all residents - put a notice in
with the hydro bill - put an ad in the
local paper.

Yours for a better Mississauga
A. Resident



Cities lack perfect plan to clear snow off walks

5(c)

By Brian Clark

When it snows, Etobicoke homeowners have to shovel their sidewalks, North York residents wait for the city to do it and Mississauga residents can thumb their noses at the white stuff.

North York officials believe it is vital that the city's 1,100 kilometres of sidewalks be cleared of snow and ice, for the benefit of senior citizens and the disabled. The best way to ensure this is to have city workers do the clearing. In every other Metro municipality, the onus to make sidewalks passable is on residents and business owners.

In Etobicoke, officials say it would be too expensive for city workers to shovel all sidewalks. Not enough snow falls in most years to make it worthwhile, they say.

No foolproof way

Mississauga has no bylaw dealing with removing snow from sidewalks. Officials say most walks aren't used enough to make it worthwhile for the city to clear all but the busiest ones, or to require homeowners to do it.

It appears that no municipality has come up with a foolproof way to ensure sidewalks are cleared quickly after a snowfall.

In North York, it took city crews almost a week to plow and sand city walks after the New Year's Day snowfall that froze a day later.

In Scarborough and Brampton, where residents and businesses are required to clear sidewalks, the bylaws are enforced only upon complaint. In Etobicoke, it is the job of three bylaw enforcement officers to check for cleared sidewalks, but they have many other responsibilities.

While many Mississauga homeowners do shovel the walks in front of their houses, a drive through any neighborhood shows that many others don't bother.

Loves shovelling

George Harper, of Flynn Cres. in Mississauga, is 70, but loves shovelling snow. He even does his neighbors' walks. He doesn't have any kind words for people able but unwilling to shovel the walks in front of their own homes.

"If someone has a sidewalk, he should clear it himself," Harper says. "If someone is able to do it but doesn't, the brunt of authority should land on his shoulders."

Three years ago, Mississauga crews plowed all city sidewalks, but it was found that many of them were never used. Mayor Hazel McCallion says. Now, only routes leading to schools, hospitals, community centres and seniors' homes are plowed or sanded.

A review is made each year of which sidewalks should be plowed. McCallion suggests that forcing homeowners to shovel snow is too heavy-handed.

"We're trying not to be autocratic," McCallion says.

Act on complaints

Two years ago, Brampton decided to clear snow from all sidewalks, but its equipment kept breaking down, says Ted Jacobs, supervisor of bylaw enforcement. Now, residents are required to do it or face a fine of \$53.

"But no one enforces the bylaw, unless you have a neighbor who phones" and complains to city hall that the walks aren't clear, Brampton resident Kathleen Allen says.

Allen, the 75-year-old chairman of the Seniors Concerns Council of Peel Region, says too many homeowners ignore the bylaw.

One result, she says, is that people are forced to walk on the road.

"We keep our sidewalks cleared, my husband does a lot of work. But my neighbor won't," Allen says.

"I think there needs to be a law that's enforced. I see no reason why others can't clear their own walks."

North York workers have been plowing and sanding sidewalks for 20 years. The city uses 60 small tractors with blowing, plowing and sanding attachments for the job. This season, the operation has a budget of \$1.9 million.

Alderman Milton Berger, chairman of the public works committee, says council decided all walks should be cleared because of the number of elderly residents who were asking the city to do it.

"It's more efficient and less troublesome (for city workers) to go out and do it," Berger says. "And the citizens are willing pay for it (through taxes)."

Beryl Potter, chairman of Action Awareness, an advocacy group for the disabled, believes Scarborough should follow North York's example. While someone on foot can get through deep snow, a person in a wheelchair often gets stuck, she says.

"You just can't make it," says Potter, a triple amputee who is confined to a wheelchair. "I've been stuck a few times in the snow."

Wheelchairs halted

Not only does snow bring wheelchairs to a halt, she says, it can also trip up someone on foot and cause serious injuries.

Potter says snow-clogged sidewalks discourage many wheelchair-bound people from leaving home. "A lot of them just give up in the winter."


"I personally feel all sidewalks should be cleared. I think it's the responsibility of individual cities, for the protection of people."

Douglas Day, executive-director of operations for Etobicoke, thinks the clearing of all city sidewalks by the municipality would be "crazy. Think of the money wasted just for the sake of a sidewalk."

Etobicoke crews clear some sidewalks — on main roads, on reverse frontages (where backs of homes face the sidewalk) and on school routes. The city will also help 2,800 seniors and disabled people who apply to the city to have their walks shoveled.

For those able but unwilling to shovel sidewalks adjacent to their homes or businesses, there is a price. The city will do the shovelling and then tack the cost, usually \$75 to \$100, onto their property tax bills.

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868-0059

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6

210 Steeles Ave. W.
Apt. 1602.
Brampton, L6Y2K3

P. W. DATE Mar 21/85

March 1, 1985

Mayor Hazel McCallion,
Office of the Mayor,
1 City Centre Dr.
Mississauga L5B 1M2

MAR 13 1985

1046

ENTRY NO 2306

MAR 18 1985

F-0503-02

CITY'S DEPARTMENT

Dear Mayor,

I have been asked by Peel Seniors Concerns Council to inform you of the Council's deep "concern" with regard to the very unsatisfactory state of snow clearance on sidewalks under your jurisdiction.

Extreme hardship has been suffered by senior citizens in particular, this winter.

It is suggested that notices should be inserted in newspapers reminding citizens about a bylaw enforcing snow clearance of sidewalks fronting properties.

Hopefully snowclearing won't be necessary again this year, but the Seniors Concerns Council would like to think the matter will receive the necessary attention when needed in the future.

Yours sincerely

Peggy McLean
Secretary

336 Chantenay Drive
Mississauga
Ontario L5A 1E7

7
MAR 14 1985

March 4, 1985

Councillor D. Cook
Mississauga City Hall
City Centre Drive
Mississauga

2307

MAR 18

F050302

P. W. DATE

Mar 24 85

1107

Councillor Cook:

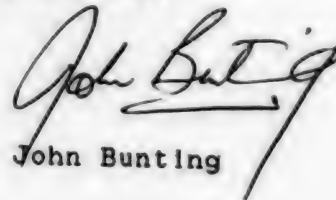
I happened to tune in the Mississauga City Council meeting on Cable 10 this evening while you and your fellow councillors were discussing the problem of snow removal from sidewalks. Since these sidewalks are city property, snow removal is clearly the responsibility of the City of Mississauga.

When I first came to live at the above address in 1972 the City did accept this responsibility, and did a good job of snow removal from all sidewalks in the city in a reasonable time after a snowfall. This situation continued for a number of years, until apparently a decision was made to clear only "priority sidewalks" (whatever they may be) and leave snow removal on the majority of city sidewalks to local residents. To the best of my knowledge this council decision was never widely publicized. Even if it had been made widely known, it is clear that most residents would not be willing to shoulder the city's responsibility in this matter.

There is a fundamental principle involved in this matter. I strongly feel that the city has no grounds whatever for insisting that individual residents should accept responsibility for common facilities under the city's jurisdiction. If individuals are to be responsible for snow removal from sidewalks in front of their residences, then logically they could also be made responsible for repairs to sidewalks, for fixing potholes in roads, for snow removal from the roads, and for mowing grass in parks located near their residences.

If I were willing to accept responsibility for snow removal from city property, then I would clearly be making myself legally liable for any accidents which occurred on this city property in the vicinity of my home. I am certainly not willing to accept such legal responsibility, and am therefore strongly opposed to any bylaws in this regard. A city which is able to find funds for a frivolous chase after a domed stadium can certainly afford to service its citizens in such mundane, but far more practical, matters as snow removal.

Yours sincerely,


John Bunting

c. Mayor H. McCallion



8

City of Mississauga
MEMORANDUM

FEB 19 1985

0707

To: Mayor H. McCallion

From: David J. Culham

Dept.:

Dept. Councillor Ward 6

February 14, 1985

F. W. DATE Mar 21/85Re: Senior Citizens - Snow Plowing

I think our \$50 is an unreasonable amount and should be increased to \$100 or even \$150.00. Seniors would have to register in the same way they do for transit, but this would allow us to put the seniors in a position of hiring people on a permanent basis for the season. I have noted that this has been a particular problem this year with a heavy winter and many of my senior friends are very reluctant even to tell me of their problem. I think this is something that we also should be dealing with through the ratepayers asking them to survey the seniors within their community and to also survey the number of available students, who would on a job basis, undertake to have this done.

David J. Culham
Councillor Ward 6

DJC:kd

cc: Ward 6 Ratepayer Presidents



City of Mississauga

MEMORANDUM

FILE: 11 141 00039
13 211 00213

9(a)

To: Chairman and Members of
Public Works Committee.
From: W. P. Taylor
Engineering and Works
Dept. 1482

FEB 19 1985

January 9, 1985.

REQUEST NO. 284-84
CLERKS FILE NO. F.06.03.01

F-060301

SUBJECT: Crosswalks. P. W. DATE Mar 21/85
SOURCE: Council, October 22, 1984, Resolution No. 682-84.
COMMENTS: Council at its meeting of October 22, 1984, passed the following resolution:

682-84 WHEREAS "crosswalks" have not been evaluated as a traffic device in Mississauga since 1974,
AND WHEREAS at that time there was only one crosswalk in Mississauga on Queen Street, Streetsville,
AND WHEREAS there is a need to open up safe gaps in vehicular traffic on mid-block, four lane neighbourhood collectors (such as Rathburn) for pedestrian movement (especially for children on their way to school),
AND WHEREAS stop signs have not provided an adequate solution;
THEREFORE BE IT RESOLVED THAT the whole matter of crosswalks be referred to staff for a report for consideration by the Public Works Committee or any other committee desiring to study this matter.

The Engineering Department has prepared a list of locations to be studied for "Pedestrian Crossover" (PXO) warrants. Most of these locations are where previous requests have been made for crossing assistance. Their locations will form the basis of the Engineering Department's review of the necessity of a PXO program in Mississauga. The locations are listed as follows:

Rathburn Road West & Deer Run
Creditview Road & Shagbark Crescent
Queen Street & Kerr Street
Bloor Street & Rymal Road
Southdown Road & Wiseman Court
Bloor Street & Bridgewood Drive
Bloor Street & Cedar Creek Drive

...2...

9(b)

- 2 -

Currently the most widely used warrant is the Metropolitan Toronto warrant which measures the number of pedestrian crossings over the peak eight (8) hour period and applies to volume in graph form against the number of pedestrian crossing difficulties. A pedestrian crossing difficulty is defined as "one in which the pedestrian has been delayed for more than 40 seconds. The delay could be considered as a sum total of the wait at the side of the road and whatever extra time was consumed in crossing beyond the normal walking time of 3.5 feet per second". This warrant is also the most difficult to achieve.

Another form of warrant which is in use by some municipalities is the Region of Halton warrant used by Oakville which measures traffic volume and pedestrian volume and develops a warrant again in graph form. A feature included in this warrant is a factoring for senior citizens and children to age 13. When significant numbers of senior citizens and/or children are recorded the warrant is calculated by applying the factor.

Copies of these two warrant graphs are attached for your information.

A study was completed in fall of '84 at one of the locations previously listed for review and the results were applied against the two previously discussed warrants. It was interesting to note that when applied against the Metropolitan Toronto graph, warrants were not met by a significant degree. When applied against the Halton graph and using the "F" factor, warrants were met.

The Engineering Department has recently received a copy of a memorandum sent to all municipalities in Ontario from the Ministry of Transportation and Communications (M.T.C.). In that memorandum the M.T.C. reports that in response to requests from a number of agencies and jurisdictions they have initiated a project aimed at establishing greater uniformity in the use of PXO's in the Province of Ontario.

Guidelines and legislative changes will be initiated to address such subjects as warrants for use, design criteria, pavement markings, signing, illumination and operational needs in terms of rules of the road.

The initial drafts for circulation to municipalities should be completed towards the end of March. Subject to comments and feedback to the draft, legislation is anticipated to be ready for the fall sitting of the Legislature.

Since changes are being considered including an overhead sign specification, the M.T.C. suggests that a hold be considered on new installations or major revisions planned for 1985 pending completion of the study.

...3...

9(c)

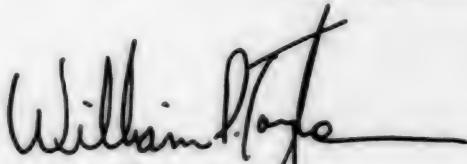
Upon receipt of the draft report from the M.T.C. the Engineering Department shall complete studies at the locations previously noted and assess them based on the recommended M.T.C. warrant. A report will then be submitted to the P.W. Committee with the results of this analysis and any further developments resulting from the M.T.C. draft report.

The present thinking of the M.T.C. is not to legislate the warrant to be used province wide but to develop a recommended warrant that would be suitable for all municipalities.


Presently the M.T.C. subsidizes installation costs of PXO's at a rate of 50% out of the annual road maintenance budget. From information received from other municipalities installation costs for a PXO vary from \$6,000 to \$12,000 depending on the kind of overhead signing and illumination provided. Some municipalities erect only the required signing with some form of overhead illuminated fixture. Others in addition provide activated amber flashers at the PXO which advise motorists of a pedestrian presence waiting to make a crossing. The M.T.C. will be addressing the overhead signing standard in the draft report.

If Mississauga enters into a PXO program the Engineering Department strongly recommends that the warrants established be the only criteria for the installation of PXO's. The exact warrant to use should be determined only after the completion of M.T.C.'s study. This will be addressed in a further report to Public Works. Also, in view of the high costs of installation a separate budget item would be required.

RECOMMENDATION: That the report from the Commissioner of Engineering and Works dealing with PXO's be received.



W. P. Taylor, P. Eng.
Commissioner
Engineering and Works

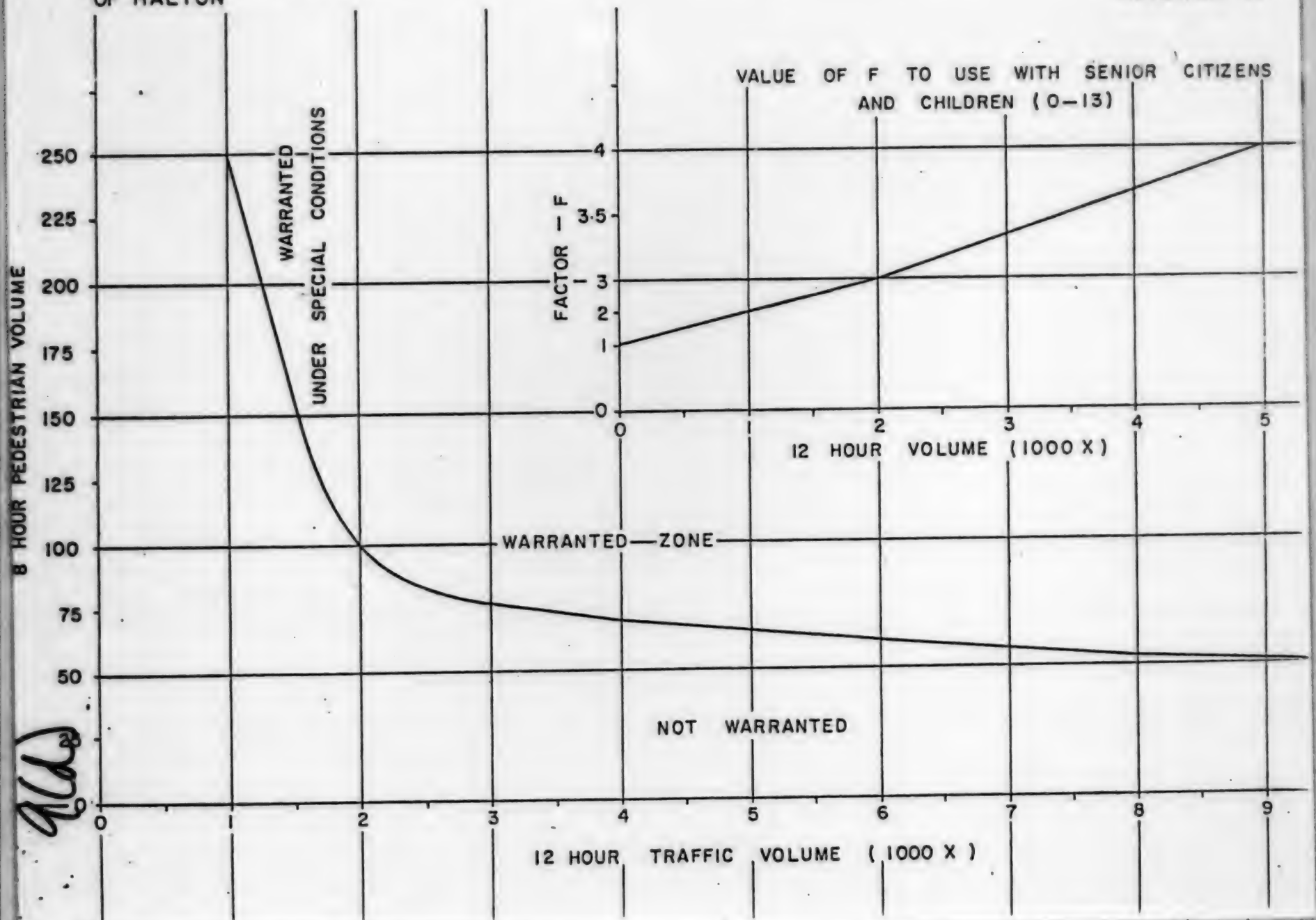
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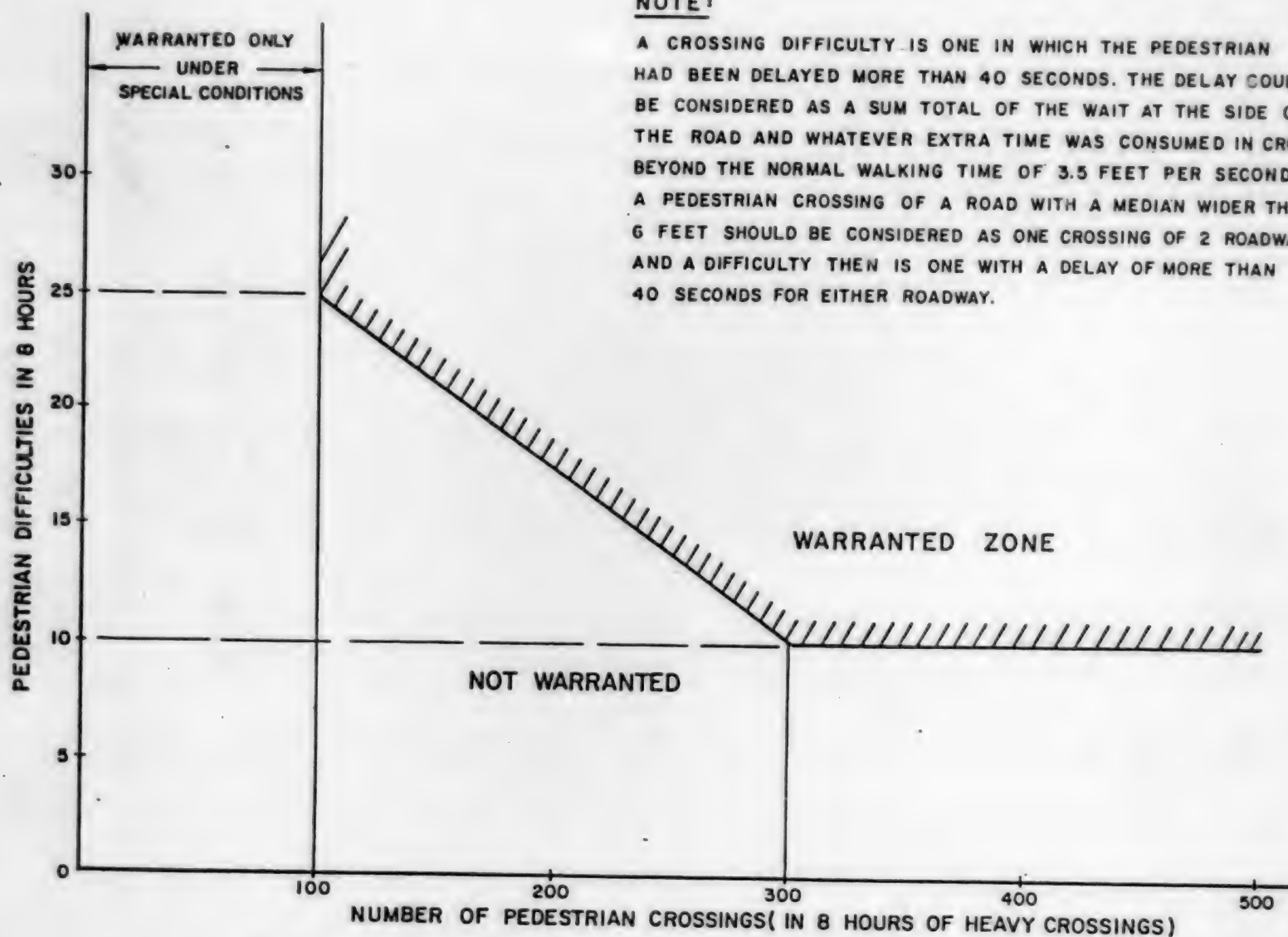
c.c. E.M. Halliday

— VOLUME WARRANT —

THE REGIONAL MUNICIPALITY
OF HALTON

APPENDIX II





NOTE:

A CROSSING DIFFICULTY IS ONE IN WHICH THE PEDESTRIAN HAD BEEN DELAYED MORE THAN 40 SECONDS. THE DELAY COULD BE CONSIDERED AS A SUM TOTAL OF THE WAIT AT THE SIDE OF THE ROAD AND WHATEVER EXTRA TIME WAS CONSUMED IN CROSSING BEYOND THE NORMAL WALKING TIME OF 3.5 FEET PER SECOND. A PEDESTRIAN CROSSING OF A ROAD WITH A MEDIAN WIDER THAN 6 FEET SHOULD BE CONSIDERED AS ONE CROSSING OF 2 ROADWAYS, AND A DIFFICULTY THEN IS ONE WITH A DELAY OF MORE THAN 40 SECONDS FOR EITHER ROADWAY.

Graph For Pedestrian Crossover Evaluation

DWG. NO: 42IF-1235

OCT., 1981
CITY OF TORONTO
DEPT. OF PUBLIC WORKS

92)



11

City of Mississauga

MEMORANDUM File ref: 15 111 00003
11 141 00039

To Chairman and Members of the From Mr. William P. Taylor, Commissioner
Dept. Public Works Committee Dept. Engineering and Works

1461

P. W. DATE Mar 21/85

FEB 19 1985

F050405

February 7, 1985

SUBJECT: Newspaper picked up for recycling
ORIGIN: Engineering and Works Department
COMMENTS: For the information of the Committee the following amounts of newspaper have been picked up for recycling in January 1985.

Robran Construction 115.34 Tons

Mississauga Clean City Campaign 7.85 Tons

Boys Scouts 5.30 Tons

RECOMMENDATION: That the report submitted by Mr. William P. Taylor, Commissioner of Engineering and Works dated February 7, 1985 with respect to newspaper pick up and recycling, be received.

William P. Taylor
Mr. William P. Taylor, P. Eng.
Commissioner of Engineering
and Works

E.M. Halliday
cc: E.M. Halliday



City of Mississauga

MEMORANDUM

Files: 15 111 00003
11 141 00039

12

To Chairman and Members of the
Public Works Committee

From Mr. William P. Taylor, Commissioner

Dept. Engineering and Works

P. W. DATE Mar 21/85

March 12, 1985

SUBJECT: Newspaper picked up for recycling.
ORIGIN: Engineering and Works Department.
COMMENTS: For the information of Committee the following amounts
of newspaper have been picked up for recycling.

	<u>FEBRUARY 1985</u>	<u>TOTAL TO DATE FROM JAN. 1985</u>
Robran Construction	113.31 Tons	228.65 Tons
Mississauga Clean City Campaign	8.16 Tons	16.01 Tons
Boy Scouts (Streetsville)	5.30 Tons	10.60 Tons

RECOMMENDATION: That the report submitted by Mr. William P. Taylor,
Commissioner of Engineering and Works, dated March 12,
1985, with respect to newspaper pickup and recycling,
be received.

AEM:dw
AEM:dw

William P. Taylor
William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

c.c. Mr. E. M. Halliday



13(a)

The Regional Municipality of Peel

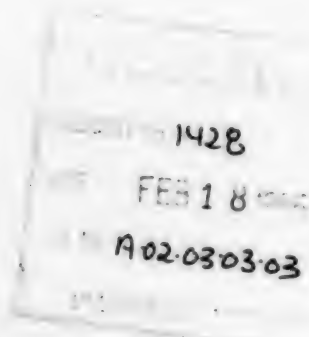
Office of the Clerk

DATE

Mar 21/85

February 15, 1985,

Mr. T.L. Julian
Clerk
City of Mississauga
One City Centre Drive
Mississauga, Ontario
L5B 1M2



Dear Sir:

Subject: Recovery of Cardboard at the
Domtar Recycling Plant
Our Reference: PW-85-2 (item 28)

This is to advise that the attached report was received and referred to the City of Mississauga's Public Works Committee by Regional Council at its meeting held on February 14, 1985.

The attached report is presented for your information.

for D. R. King
Larry E. Button
Regional Clerk

LBB.../nb
LBB
Encl.

cc: W. J. Anderson, Commissioner of Public Works



The Regional Municipality of Peel

13(b)

January 14, 1985.
File # GA-A-E
EA-C-L

FOR INFORMATION ONLY

The Chairman and Members
Public Works Committee
Regional Municipality of Peel

SUBJECT: Recovery of Cardboard at the Domtar Recycling Plant

The ongoing recovery of cardboard from Regional Wastes by Domtar Inc. continued to be very successful in 1984. For the year, a total of 1,175.86 tonnes of cardboard were recovered from wastes destined for landfilling at the Britannia Sanitary Landfill Site. The following summarizes the 1984 figures:

2,939.65 - tonnes of waste received by Domtar
1,763.79 - tonnes of waste returned to Peel
1,175.86 - tonnes of cardboard recovered

W. J. Anderson, P. Eng.,
Commissioner of Public Works.

c.c. L. E. Button

LGC/pa



14(a)

The Regional Municipality of Peel

Office of the Clerk

W. DATE Mar 21/85

February 15, 1985,

Mr. T.L. Julian
Clerk
City of Mississauga
One City Centre Drive
Mississauga, Ontario
L5B 1M2

1430

FEB 18 1985

A.02.03.03.09

Dear Sir:

Subject: The United States Environmental Protection
Association's Position Towards the Use of
Incineration as a means of Waste Disposal
Our Reference: PW-85-2 (item 27)

This is to advise that the attached report was received and referred to the City of Mississauga's Public Works Committee by Regional Council at its meeting held on February 14, 1985.

The attached report is presented for your information.

for *S. R. Knox*
Larry E. Button
Regional Clerk

LBB
LBB/nb
LBB

cc: W. J. Anderson, Commissioner of Public Works



The Regional Municipality of Peel

January 14, 1985.
File # GA-A-E

14(1)

FOR INFORMATION ONLY

The Chairman and Members
Public Works Committee
Regional Municipality of Peel

**SUBJECT: The United States Environmental Protection Agency's
Position Towards the Use of Incineration as a Means of
Waste Disposal**

Staff of the Waste Management Division, at the request of Councillor McKechnie, have investigated the United States Environmental Protection Agency's position towards incineration of waste. They have made contacts with a number of officials within the United States Environmental Protection Agency and have learned that the Environmental Protection Agency is very supportive of waste incineration plants.

The recent Hazardous and Solid Waste Amendments to the Resource Conservation and Recovery Act, signed by President Reagan in November, 1984, make it clear that incineration of all types of waste or other means of destruction is preferred to landfilling. The amendments look at the long-term storage of waste as having more potential to cause problems in the Environment and thus with the safety of human life.

In December, 1984, the Director of the United States Environmental Protection Agency, William Ruckelshaus, reaffirmed the position that the Environmental Protection Agency has taken when he dedicated the new Municipal Waste Energy From Waste plant in Westchester County, New York. They have always taken the position that in a well designed and operated facility the Emissions produced do not present a problem to human safety.

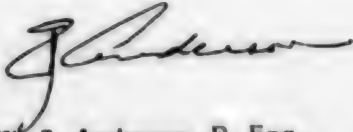
The Manager of the Waste Combustion Program, United States Environmental Protection Agency, indicated that in their reviews of different operating facilities throughout the world, they have not seen any details that indicate a public safety concern with any of the emissions from plants that are well designed and operated. He continued to indicate that they are working in close co-operation with Canadian officials and are reviewing work in the NITEP (National Incinerator Technology Review) program.

14(c)

Public Works Committee

Page 2

Staff have requested a copy of the Amendments which are to be kept on file in the Waste Management Division's library for future reference.



W. J. Anderson, P. Eng.,
Commissioner of Public Works.

c.c. L. E. Button

LGC/pa





City of Mississauga

MEMORANDUM

FILES: 12 111 00012
11 141 00039

16(a)

To: Chairman and Members of
Dept. Public Works Committee

From: W. P. Taylor

Dept. Engineering and Works

DATE FEB 19 1985

W. DATE Mar 2 1985

F02-07

January 3, 1985

REQUEST #297/84

SUBJECT:

Increasing size of Street Name Signs.

SOURCE:

Public Works Recommendation 73-84 dated October 18, 1984.

COMMENTS:

The Engineering Department has been requested to prepare a report with respect to increasing the size of street name signs throughout Mississauga and the budget implications of same.

The current standard used in Mississauga which was approved by Council in Fall of 1976 is attached as "Appendix A". At that time upper and lower case lettering was used for both arterial and local street name signs. In 1978, the letters for arterial signs were changed from the "Helvetica" style 5" to 'C' series upper case 6" letters, and for local signs from 3" Helvetica to 4" upper case.

8" Arterial Signs - 6" Upper Case 'C' series letters
6" Local Signs - 4" Upper Case 'C' series letters

The Engineering Department contacted adjacent municipalities to request the standards being used, and the following represents the information received:

BRAMPTON	Arterial Signs	6" Upper Case 'C' series letters
	Local Signs	4" Upper Case 'C' series letters
ETOBICOKE	Arterial Signs	4" Upper Case 'C' series letters
	Local Signs	4" Upper Case 'C' series letters
OAKVILLE	Arterial Signs	6" Upper Case 'C' series letters
	Local Signs	4" Upper Case 'C' series letters

As can be noted, the current standard used by the City of Mississauga is equal to, or in the case of Etobicoke, above standards used in neighbouring Municipalities. To the best of our knowledge the current standard used in Mississauga is what is generally practised by other major municipalities in Ontario such as Oakville, Burlington, Scarborough, North York and Brampton..

...2...

16(b)

- 2 -

In the "Manual of Uniform Traffic Control Devices for Ontario" issued by the Ministry of Transportation and Communications, it is specified in the standard for a "G-41" sign, a letter height of 5" on an 8" blank be used. This sign is used on provincial highways at intersections with County, Regional, District and Township Roads. The arterial signs used by Mississauga are classed as "G-41" signs which provide advanced warning to major intersections and are subsidizable by the M.T.C. at the rate of 50%. The standard used by Mississauga in comparison to the M.T.C. "G-41" sign has 6" letters as opposed to 5" for the M.T.C. "G-41".

The total number of intersections in Mississauga is approximately 3,090, divided as follows:

Two approach intersections	50	1 street name set per location (2 signs)
Three approach intersections	2,525	1 street name set per location (2 signs)
Four approach intersections	515	2 street names per location (4 signs)
TOTAL INTERSECTIONS	3,090	3,605 sets

This total represents a combination of both local and arterial roads. The total number of signs represented by each two, three and four approach intersection for local signing only (6" blades with 4" letters) would be 7,210 signs. One complete set of 2-6" signs with 4" letters is approximately \$40.00 (not including labour and post and hardware if required.) The cost of a set consisting of 8" signs with 6" letters would be approximately \$66.00.

Therefore to replace 3,605 existing sets with 8" blanks and 6" letters would be $3,605 \times \$66.00 = \$237,930.00$ The labour component would be approximately \$35.00/hr. to install each set, therefore costing an additional \$126,175.00 making a total cost of approximately \$364,105.00.

The Engineering Department feels that the standard used in Mississauga, 4" letters on 6" blanks for local streets, and 6" letters on 8" blanks for arterial and major collector roads provides easily identifiable street name signing. The standard used by the City also incorporates the highest grade of reflective material available to provide the optimum night time retro-reflectivity.

...3...

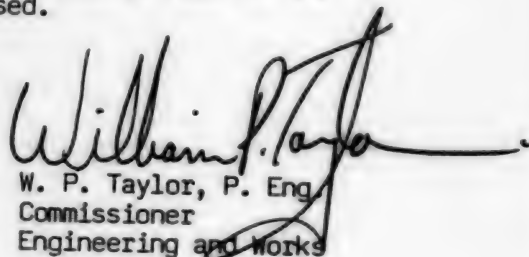
16(c)


- 3 -

The Engineering Department has adopted the standard approved in November 1976 and has only replaced signs requiring such because of deterioration or maintenance. This Fall the Engineering Department has commenced a program of upgrading arterial street name signs to bring major intersections up to the current standard. Upon completion of this program over the next couple of years, City-wide street name signing will be according to the standard adopted in 1976. There will still be areas where local signs are the old colours of a black legend on a white background. The Engineering Department plans to enter into a replacement program of these signs beginning in 1985. The Engineering Department does not feel that larger signs are required and that the arterial program getting under way to upgrade signing on arterial and major collector roads will significantly improve street name signing and will satisfy previously expressed concerns on street name signs in the City of Mississauga.

RECOMMENDATION:

That the size of street name signs currently used in the City of Mississauga not be increased.


W. P. Taylor, P. Eng.
Commissioner
Engineering and Works


DTJ/dab
Q127E/22E/p.29-30-31

c.c. E. M. Halliday

Att.

APPENDIX A. STANDARD POLICY

16(d)

STREET NAME SIGNING

PAGE NO.
Department
Engineering
New Jan./7
Revised

- (a) That the report dated October 25, 1976 from the Commissioner of the Engineering, Works and Building Department regarding Street Name Signing be received.
- (b) That the City of Mississauga adopt the following policy regarding Street Name Signing:
 - (i) That the City adopt a standard colour of blue background and white lettering to be used on all street name signs in the City of Mississauga to ensure uniformity not only within the City of Mississauga, but also with other municipalities in the Metropolitan and surrounding area;
 - (ii) That all reflective material used on the street name signs be of high intensity Scotchlite to maximize night time visibility and increase service life of the sign face to ten years plus;
 - (iii) That all street name signs on arterial roads for intersecting roadways be manufactured on oversize blanks with lettering no smaller than FIVE (5) inches in height for greater visibility;
 - (iv) That to standardize location, where islands exist, these signs shall be placed on poles or posts on the island at the nearside of the intersection and that where no islands exist, they shall be placed on the near right side of the intersection and further, that these signs should be mounted a minimum of 8 feet from the roadway surface on existing poles at the intersection or on a white 4 x 4 wood post if required.

.....2/



SUBJECT:

STREET NAME SIGNING (CONTINUED)

16(e)
Department
Engineering

New Jan./77
Revised

- (v) That all other street name signs for collector and local roadways shall be fabricated on the appropriate SIX (6) inch extruded aluminum blank, with upper and lower case lettering with white lettering on a blue background;
- (vi) That all illuminated signs shall be removed as the need arises, e.g. when damaged or when the legend is faded or unreadable in light of the ongoing electrical service costs and maintenance costs due to a high susceptibility to vandalism and damage to the faces and underground servicing;
- (vii) That all other signs presently in use be replaced with the adopted standard, when service life has been met or when damage occurs;
- (viii) That a supplementary sign indicating municipal numbering be added or incorporated with major arterial inter-sectional signing where it is felt this signing would be of assistance to the motoring public in highly developed areas except where otherwise approved by Council;
- (ix) That the use of street name signs in any new subdivision areas that do not comply with the standards established by the City not be allowed except where otherwise approved by Council;
- (x) That advanced signing at intersections be erected on roadways that have a speed limit of 40 m.p.h. and further that for roadways where the speed limit is less than 40 m.p.h. a proposed arterial signing as proposed for recommendation (iii) will be sufficient.

(General Committee of November 3, 1975; as adopted by Council on November 8, 1976)



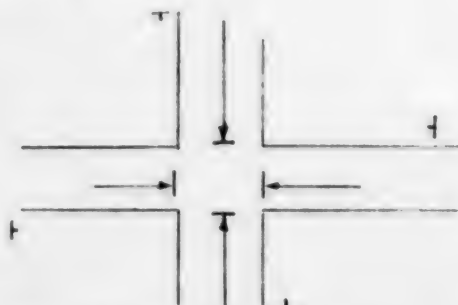
1168

POLICY NO. 4

STREET NAME SIGN INSTALLATION

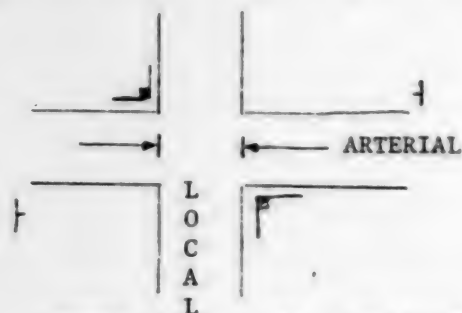
1. ARTERIAL ROADWAYS INTERSECTING (SIGNALIZED - CENTRE MEDIANS)

- arterial size signs 45m - 75m in advance of the intersection
- arterial size signs on the far side signal poles located on the centre islands



2. ARTERIAL ROADWAYS INTERSECTING (NO CENTRE MEDIANS)

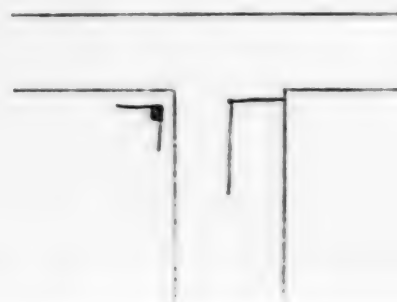
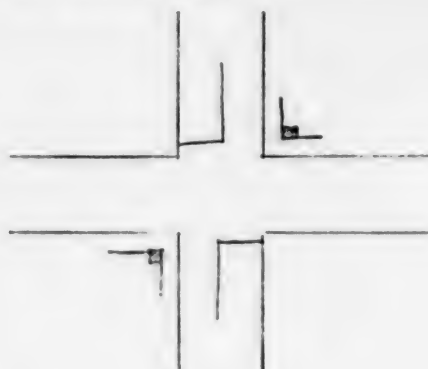
- arterial size signs 45m - 75m in advance of intersection (if required)
- arterial size signs near left and right position - mount sign on 4 x 4 in island if available



*NOTE: Advance Signs Optional

3. ALL OTHER INTERSECTIONS

- local size signs near left and right positions for stop street(s)
- no advance signs





City of Mississauga

MEMORANDUM

17(a)

To: Chairman and Members of the 2305 From: W.P. Taylor, P. Eng.
Public Works Committee MAR 18 1985 Dept. Engineering and Works
Dept. F-0207

P. W. DATE Mar 21/85 Files: 12 111 00014
11 141 00039
March 13, 1985

SUBJECT: Street Naming Confusion -PARK TOWERS AVENUE
ORIGIN: Letter from Fire Chief G. Bentley.
COMMENTS: Chief Bentley, in a recent letter to this office, expressed concern over the difficulty in locating two apartment buildings addressed as 2339 and 2340 PARK TOWERS AVENUE. This difficulty is due to the fact that PARK TOWERS AVENUE does not exist as a travelled roadway and access to these buildings is by a private drive running easterly from Hurontario Street. It was suggested in Chief Bentley's letter that a possible resolution to this problem would be to number these buildings as Hurontario Street addresses. We have reviewed this matter as follows.

PARK TOWERS AVENUE was acquired by the then Township of Toronto in 1961 at which time By-laws were passed establishing this roadway as public highway and naming it PARK TOWERS AVENUE (shown as 'A' on attached sketch). While a sidewalk and watermain exist on this land, this roadway has never been constructed. The two apartment buildings in question gain access from a private drive running easterly from Hurontario Street (shown as 'B' on attached sketch). While renumbering these buildings to Hurontario Street addresses would improve this situation, it would affect approximately 125 residents and would still be somewhat confusing in that these buildings are not readily visible from Hurontario Street. In this regard we feel that a more viable solution to this problem would be to sign the access drive to these buildings as PARK TOWERS AVENUE - PRIVATE ROAD. This proposal would not affect any residents with regard to municipal address and would clearly identify the location of the apartment buildings.

17(h)

Chairman and Members of the
Public Works Committee
March 13, 1985
Page 2

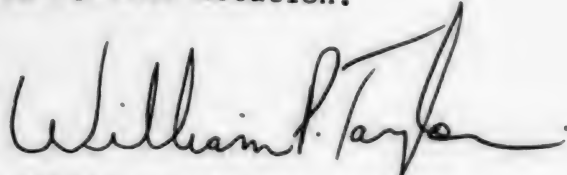
Subject: - PARK TOWERS AVENUE


Comments: - Cont'd

O'Shanter Development Company who represent the owners of the two affected apartment buildings as well as the apartment building at the corner of Hurontario Street and the access drive have, on behalf of the owners, agreed to the proposed signing of this drive. It should be noted that this drive will remain a private road and the assignment of a name is for identification purposes only. In light of the foregoing we offer the following recommendations.

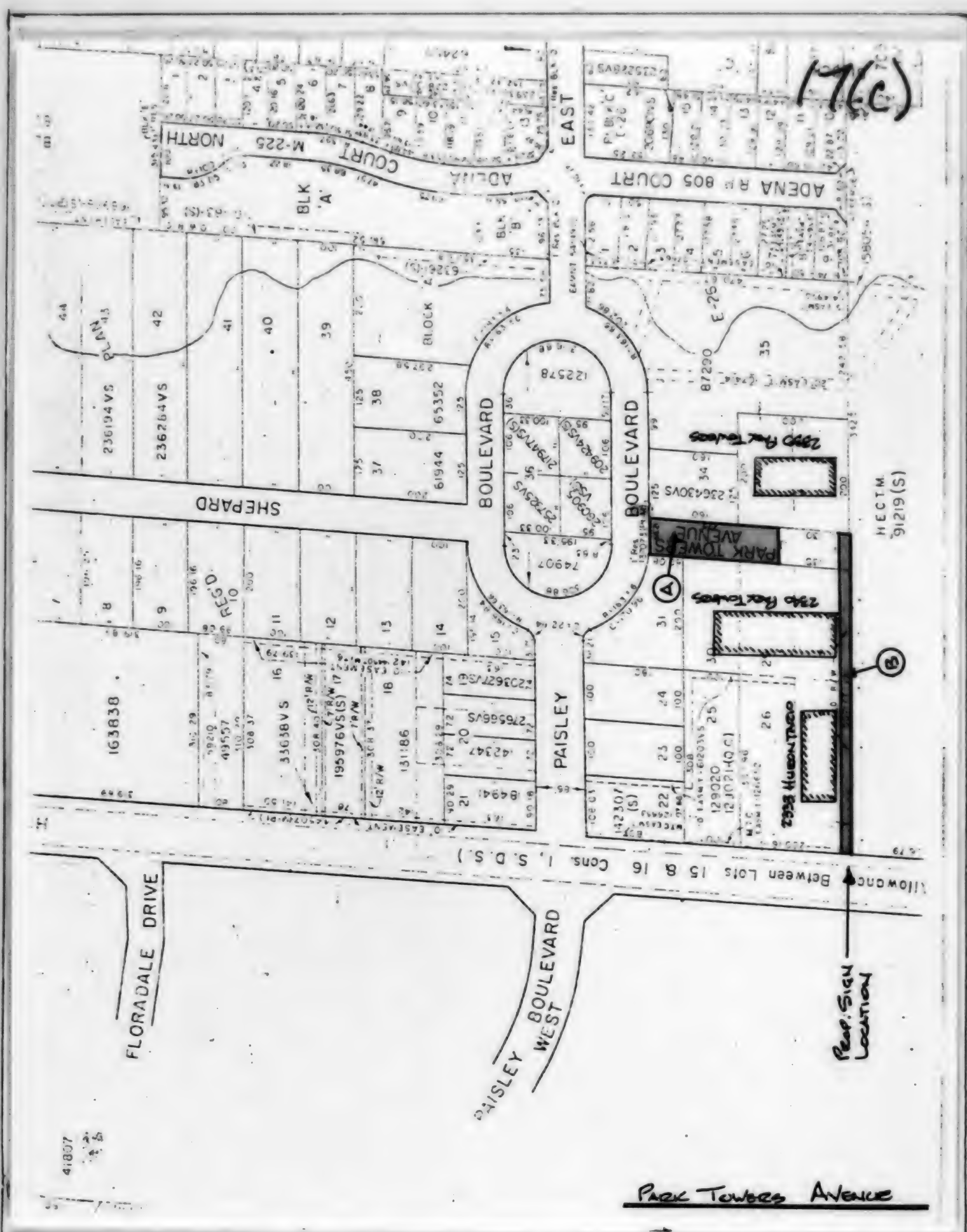
RECOMMENDATIONS:

1. That the access drive extending easterly from Hurontario Street to 2339 and 2340 Park Towners Avenue be named PARK TOWERS AVENUE.
2. That a standard City of Mississauga street name sign indicating PARK TOWERS AVENUE with a second blade indicating PRIVATE ROAD be erected on Hurontario Street at the appropriate location.


William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works.

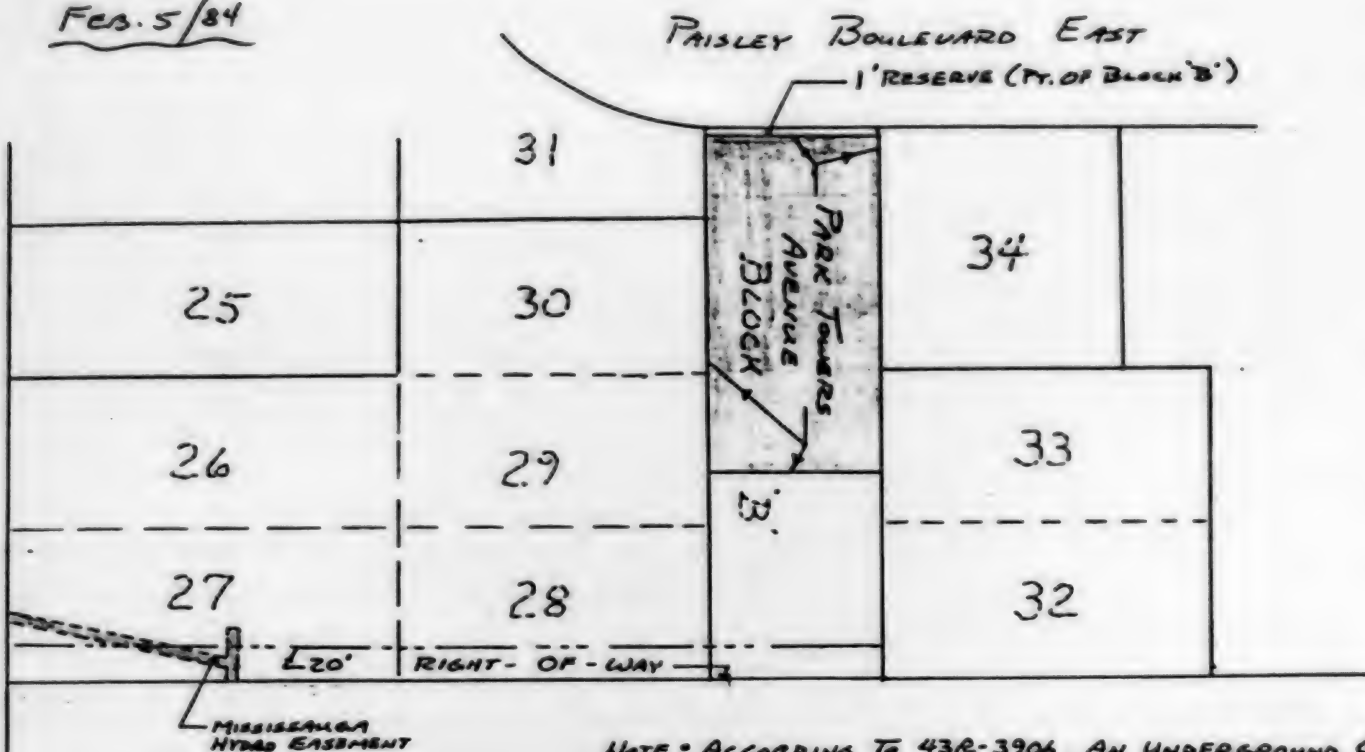
 PJD/st

c.c. Mr. E.M. Halliday
Councillor D. Cook
Fire Chief G. Bentley



FEB. 5/84

HURONTARIO STREET



NOTE: ACCORDING TO 43R-3906, AN UNDERGROUND GARAGE LIES UNDER APPROXIMATELY THE WESTERN 90'-95' OF THE 20' R.O.W.

REGD PLAN	LOT	OWNERS	INSTRUMENT NO	REMARKS
E-26	26	(3/5 UNDIVIDED INTEREST) G.C.P. PROPERTIES LTD. THE TRISTAR CONST. CO. LTD. LEANOR CONST. LTD. (2/5 UNDIVIDED INTEREST) KENNETH KOWAL	19182 V.S., 19183 V.S. 61203 V.S., 603675	- SUBJECT TO R.O.W. OVER S.E. 20' OF LOT 27 IN FAVOUR OF OWNERS OF LOTS 28, 29, 30, 32 & 33. - TOGETHER WITH R.O.W. OVER S.E. 20' OF LOTS 28 & BLOCK 'B' IN COMMON WITH OWNERS OF LOTS 28, 29, 30, 32 & 33. - SUBJECT TO MISS. HYDRO EASEMENT OVER PART OF LOT 27 (PART 4, 2/7, 43R-3906)
	27			
	28		19185 V.S. 61203 V.S. 603675	- SUBJECT TO R.O.W. OVER S.E. 20' OF LOT 28 IN FAVOUR OF OWNERS OF LOTS 27, 32 & 33. - TOGETHER WITH R.O.W. OVER S.E. 20' OF LOT 27 & BLOCK 'B' IN COMMON WITH OWNERS OF LOTS 27, 32 & 33
	29			
	30			
	32		19184 V.S., 61203 V.S., 603675	- TOGETHER WITH R.O.W. OVER S.E. 20' OF LOTS 27 & 28 AND BLOCK 'B' IN COMMON WITH OWNERS OF LOTS 27, 28, 29, 30, 32 & 33.
	33			
	'B'	CITY OF MISSISSAUGA	137073 (BY-LAWS 3478 & 3641) (REGISTERED AS BY-LAWS 623 & 651)	- CITY OWNS ALL OF BLOCK 'B' - THE S.E. 1/4 229' OF THE N.W. 1/4 230' WAS DEDICATED AS ROAD BY BY-LAW 3478 & NAMED AS 'PARK TOWERS AVENUE' BY BY-LAW 3641. - THE S.E. 20' IS SUBJECT TO A R.O.W. IN FAVOUR OF THE OWNERS OF LOTS 27, 28, 29, 30, 32 & 33



City of Mississauga

MEMORANDUM

18(a)

To Chairman and Members of the P.W. 2304 From W.P. Taylor, P. Eng.
Public Works Committee MAR 18 1985 Dept. Engineering and Works

F-2-07

806579.02

Files: 12 111 00014
11 141 00039

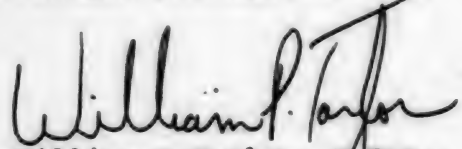
P. W. DATE Mar 21/85 March 15, 1985

SUBJECT: Renaming of AQUITAINE CIRCLE to TRELAUNY CIRCLE.

ORIGIN: Engineering and Works Department.

COMMENTS: Council at its meeting of November 5, 1984 adopted General Committee recommendation 1564-84 which approved the recommendation that TRELAUNY CIRCLE be approved for use in the Lisgar development (T-83036). This name replaces the name AQUITAINE CIRCLE which was the name initially proposed in the development. Due to the considerable inconvenience and delays that the developer would have experienced had the name TRELAUNY been incorporated prior to registration of this plan, the plan was registered with the name AQUITAINE CIRCLE in place, knowing that it would be necessary to rename this street after registration. The plan is now registered as Plan 43M-579 and has no building permits issued. We would consider this to be a housekeeping matter only and consequently offer the following recommendation.

RECOMMENDATION: 1. That AQUITAINE CIRCLE as shown on Plan 43M-579 be renamed TRELAUNY CIRCLE.


William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.


PJD/st

c.c. Mr. E.M. Halliday
Councillor T. Southorn

18(h)

TOWN OF MILTON

10

NBHD. 311E
111-80236

NBHD. 3110
111-80235

~~R. A. SUTHERLAND~~
~~02/52/03~~

GENERAL FILE FOR
NBND. 341
121-50-74
121-23-78
T-78020
LN-78105

NRHQ. 31 NC
N1-80234

~~NRHQ. 3 NOE~~
~~11-80208~~

PHASE I

NO. 3190
111-80207

GENERAL FILE FOR
NBHD. 309-310A
111-78104
T-78019
121-50-74
121-23-78

NBHD. 310C
111-80206

NBHD. 3108
111-80205

NBHD. 310A
111-8024

NBHD. 309
111-80203

9

8

7

6

Z-46-W

Z-57 FIRST CITY DEV. (USCAR) 2IT-83036 M



City of Mississauga

MEMORANDUM

19(a)

To Chairman and Members of the
Dept. Public Works Committee

From W.P. Taylor, P.Eng.
Dept. Engineering and Works

ENSTRY No 2303

MAR 18 1985

Files: 12 111 00014
11 141 00039

F62-07

March 15, 1985

DEPARTMENT W. DATE Mar 21/85

SUBJECT: Renaming of Mill Street in Village of Meadowvale.

ORIGIN: Councillor T. Southorn.

COMMENTS: Council at its meeting of December 10, 1984 adopted the following recommendation of General Committee which emanated from the Local Architectural Conservation Advisory Committee which was amended as follows.

(a) That steps be taken to change the name of "Mill Street" in Meadowvale Village to "Old Mill Street" in accordance with Section 210(105), The Municipal Act, R.S.O. 1980;

(b) That no action be taken to change the name of "Mill Street" in Streetsville.

This matter is to resolve one of the duplications contained in our overall report on duplicate street names within the City of Mississauga. We have been advised by Councillor Southorn in a letter dated March 5, 1985 that the Meadowvale Village Community Association is requesting that the approved name OLD MILL STREET be revised to OLD MILL LANE. We have no objection to this proposal and offer the following recommendation accordingly.

... 2

19(b)

Chairman and Members of the
Public Works Committee
March 15, 1985
Page 2

RECOMMENDATION:

1. That MILL STREET in Meadowvale Village be renamed OLD MILL LANE.

William P. Taylor
William P. Taylor, P. Eng.,
Commissioner
Engineering and Works.

PJD/st
PJD/st

c.c. Mr. E.M. Halliday
Councillor T. Southorn





City of Mississauga

MEMORANDUM

20(a)

To Chairman and Members of the From W.P. Taylor, P. Eng.
Dept. Public Works Committee Dept. Engineering and Works

STW 2302

MAR 18 1985

File: 12 111 00014
11 141 00039

F-02-07

March 15, 1985

P. W. DATE Mar 21/85

SUBJECT: Renaming of Stavebank Road.

ORIGIN: Councillor D. Culham.

COMMENTS:

We are in receipt of a letter dated March 13, 1985 from Councillor D. Culham proposing the name TRILLIUM for consideration in the renaming of Stavebank Road between Queensway West and Premium Way. This portion of Stavebank Road was identified in our overall report of street name duplications within the City of Mississauga. Our report recommended that this portion of roadway be renamed to resolve the confusion currently existing with other discontinuous portions of Stavebank Road. The name TRILLIUM was rejected by the Region of Peel in 1979 due to duplication with an existing street (Trillium Court) in the City of Brampton. We have reviewed this matter and feel that the Region of Peel rejection of this name notwithstanding, that due to the considerable distance between these two areas and the fact that Trillium Court is a small street (14 lots) that this duplication would not be of a serious nature. Councillor Culham has also indicated that he will arrange a public meeting with area residents to discuss the acceptability of this name prior to this matter going to Council. In this regard we offer the following.

RECOMMENDATIONS:

1. That Councillor Culham be advised that the name TRILLIUM is approved for the renaming of that portion of Stavebank Road lying between Queensway West and Premium Way.

... 2

20(b)

Chairman and Members of the
Public Works Committee
March 15, 1985
Page 2

Subject:- Renaming of Stavebank Road

Recommendations:- cont'd

2. That prior to this matter going to Council for approval, Councillor Culham arrange a public meeting with area residents and report back to the Public Works Committee.

William P. Taylor
William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

PJD/st

C.C. Mr. E.M. Halliday
Councillor D. Culham





City of Mississauga

MEMORANDUM

21(a)

To: Chairman and Members of the 2301 From: W.P. Taylor, P. Eng.
Public Works Committee DATE: MAR 18 Dept: Engineering and Works

FQ-07

Files: 12 111 00014
11 141 00039

P. W. DATE Mar 21/85 March 15, 1985

SUBJECT: Rejected Street Names. P. W. DATE Mar 21/85

ORIGIN: Councillor L. Taylor,

COMMENTS: Councillor L. Taylor, by letter dated March 8, 1985, has requested a summary of proposed street names rejected since the implementation of the new street name approval process. In this regard please note the following proposed names which have been approved by the Region of Peel Street Names Committee and subsequently rejected by either the Public Works Committee or General Committee.

Rejected at September 20th, 1984 Public Works Committee meeting.

EDENCREST TERRACE
BLYTHE HILL PLACE

Deleted at January 17th, 1985 Public Works Committee meeting.

SABRA

Deleted at January 30th, 1985 General Committee meeting.

AMPERSAND
MONGER

Rejected at February 21st, 1985 Public Works Committee meeting.

BAGWELL	REFLEX
DENEB	SABIK
FORNAX	SAGITTA
LECH WALES	SWEDRU
MENKAR	TUCANA
PAVO	VOLANS
PILCOM	WINCHESTER DRIVE
POLLUX	

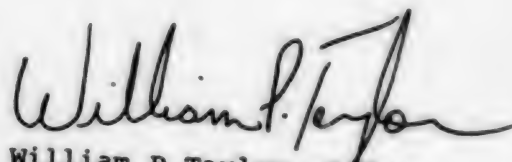
21(h)

Chairman and Members of the
Public Works Committee,
March 15, 1985
Page 2


Subject:- Rejected Street Names

RECOMMENDATION:

That the report dated March 15, 1985
submitted by William P. Taylor, Commissioner
of Engineering and Works, with respect to
rejected street names, be received.



William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.



D/st

O.C. Mr. E.M. Halliday
Councillor L. Taylor

City of Mississippi

MEMORANDUM

FILES: 13 211 00208
11 141 00039

23(a)

Chairman and Members of
Public Works Committee

1383

W. P. Taylor

Engineering & Works.

F-0604-02

February 15, 1985.

SUBJECT:

Long Term on-street parking.

SOURCE:

Petition from residents.

COMMENTS:

The Engineering Department is in receipt of a petition from the residents of the Talka Subdivision. The residents are requesting that either the existing three hour limit be recinded for the streets in the subdivision, or that parking permits be issued to the residents for parking in front of their homes.

The petition covers the following streets. The percentages following the streets indicates the approximate percentages of each street which have signed the petition in favour of the above noted requests:

Andros Boulevard	58%
Kos Boulevard	43%
Zante Crescent	40%
Zante Court	69%
Lefkas Court	35%
Nesdale Court	35%
Ithaca Court	23%
Overall	45%

We have reviewed in detail the on site parking and have found that each unit would appear to have at least two parking spaces on the unit property. These parking spaces consisted of the following:

- One car in garage and at least one car in a driveway.
- Two car parking space in the front yard of the unit.

The existing snow conditions during our review made it difficult to assess the actual configuration of parking spaces on some of the lots, however, based on the overall picture each lot appears to have at least two (2) parking spaces on site.

23(b)

- 2 -

A review of the site plan submitted for the subject development indicates that parking is provided for 2 cars on each lot, with some units having additional parking in driveways.

Some of these spaces may be less convenient than on-street parking as vehicles would have to be parked one behind each other. This situation is not uncommon in other parts of the city.

The subject roads have the following road widths:

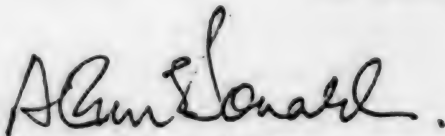
Andros Boulevard	- 32 ft of pavement on 66 ft. R.O.W.
Kos Boulevard	- 32 ft of pavement on 66 ft. R.O.W.
Ithaca Court	- 28 ft of pavement on 50 ft. R.O.W.
Lefkas Court	- 28 ft of pavement on 50 ft. R.O.W.
Nesdale Court	- 28 ft of pavement on 50 ft. R.O.W.
Zante Crescent	- 28 ft of pavement on 56 ft. R.O.W.
Zante Court	- 28 ft of pavement on 56 ft. R.O.W.

While the pavement widths on all but the smallest courts can accommodate parking on at least one side, very little on-street parking would be created due to the large number of existing driveways.

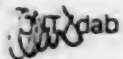
In our report dated February 13, 1984 to the Public Works Committee which was adopted by Council on May 14, 1984 it was indicated that areas where less than 200% on site parking exists, and no more on site parking can be developed, could be considered for long term on-street parking. Based on the foregoing this Department does not favour the development of long term on-street parking in this area.

RECOMMENDATION:

That long term on-street parking not be considered for the Talka Subdivision.



W. P. Taylor, P. Eng.
Commissioner
Engineering and Works

 dab

c.c. E. M. Halliday

0127E/22E/P.52-53

25(a)

OBJECTION

1

P. W. DATE

Mar 21/85

February 20, 1985

To — *D. Culham (Chairman)*

The Mayor & Members of Planning Committee,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario
L5B 1M2

Dear Madam & Sirs:

Re: Draft Plans of Subdivision
Huronario Residential District
West Side of Hurontario Street (North of Eglinton West)
455469 Ontario Ltd (Eric Hanson)
Phase 1

Our Property is on the north side of Eglinton Avenue and west of Hurontario Street at Cooksville Creek. We are objecting to the City Engineering Department stating that the Cooksville Creek is an outlet for storm sewers. According to the City Resolution any external easements required to service the Developer's properties must be obtained by the applicant and be conveyed gratuitously to the City or the Regional Municipality of Peel prior to any servicing submission being made to the City Engineering Department. We do not have any easements with the City or the Developers.

According to Planning, submissions will not be processed by the City Engineering Department and preservicing of the subject lands will not be permitted until arrangements have been made to the satisfaction of the Commissioner of Engineering & Works for the necessary outlets for the Municipal Works. All storm sewers shall be designed in such a manner and be of adequate size and depth to provide for the development of all lands lying upstream within the watershed and all storm sewers shall be conducted to an outlet considered adequate. In our opinion the proposed works that are to be undertaken within the development will have an impact on our property.

Yours very truly,

Michael Hosinec
5044 Hurontario Street,
Mississauga, Ontario

Tel: 890 - 0236

Michael Hosinec

25(b)

OBJECTION

2

February 20, 1985

To — D. Cutham (Chairman)

The Mayor & Members of Planning Committee,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario
L5B 1M2

Dear Madam & Sirs:

Re: Draft Plans of Subdivision
Hurontario Residential District
West Side of Hurontario Street (North of Eglinton West)
400556 Ontario Ltd (In Trust Traders Associates)
Phase 1

Our property is on the north side of Eglinton Avenue and west of Hurontario Street at Cooksville Creek. We are objecting to the City Engineering Department stating that the Cooksville Creek is an outlet for storm sewers. According to the City Resolution any external easements required to service the Developer's properties must be obtained by the applicant and be conveyed gratuitously to the City or the Regional Municipality of Peel prior to any servicing submission being made to the City Engineering Department. We do not have any easements with the City or the Developers.

According to Planning, submissions will not be processed by the City Engineering Department and preservicing of the subject lands will not be permitted until arrangements have been made to the satisfaction of the Commissioner of Engineering & Works for the necessary outlets for the Municipal Works. All storm sewers shall be designed in such a manner and be of adequate size and depth to provide for the development of all lands lying upstream within the watershed and all storm sewers shall be conducted to an outlet considered adequate. In our opinion the proposed works that are to be undertaken within the development will have an impact on our property.

Yours very truly,

Michael Hosinec
504 Hurontario Street,
Mississauga, Ontario

Tel: 890 - 0236

Michael Hosinec

25(c)

OBJECTION # 3.

February 20, 1985

To - D. Culham (Chairman)

The Mayor & Members of Planning Committee,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario
L5B 1M2

Dear Madam & Sirs:

Re: Hurontario Industrial District
East side of Hurontario, North of Eglinton Ave. East,
400556 Ontario Ltd. (Traders Associates)

The storm sewer pipe from the above property is directed into the Cooksville Creek. According to a Memorandum of Agreement signed June 1, 1981, by Traders Associates, Cantata Investments, 400556 Ontario Ltd., S.B. McLaughlin Associates, Guaranty Properties Ltd., and Eugene Boccia Holdings Ltd., no storm sewer water run off would be directed from the lands outlined in red to the owners lands via the above mentioned sewer pipe but would be directed to a City approved outlet. At present it is not connected to a City approved outlet because neither the City nor the Developers have an easement over our property.

The storm sewer pipe is 102" in diameter. The lands serviced by this pipe cover about 102 acres. Positive action should be taken immediately to assure that the discharge from the pipe is directed to a City approved outlet as specified in the above referenced Memorandum of Agreement.

Yours very truly,

Michael Hosinec
5044 Hurontario Street,
Mississauga, Ontario

Tel: 890 - 0236

Michael Hosinec

25(d)

CAMPBELL, GODFREY & LEWTAS
BARRISTERS & SOLICITORS

TELEX 065-24553
TELECOPIER (416) 362-2381
CABLE ADDRESS "ARNOLDI" TORONTO

P.O. BOX 36
TORONTO - DOMINION CENTRE
TORONTO, CANADA
M5K 1C5

GENERAL TELEPHONE
(416) 362-2401

JOHN W. SABINE
DIRECT LINE (416) 868-3439
OUR REF:

January 30,

MISSISSAUGA PLANNING DEPARTMENT RECEIVED FEB 28 1985	
Comm. Serv.	
Long Range	
Env. Control	
Urban Design	
General	
Support Serv.	
Administration	

D. Culham, Esq.,
Chairman,
City of Mississauga Planning Committee,
City Hall,
1 City Centre Drive,
Mississauga, Ontario.
L5B 1M2

Dear Mr. Culham:

Proposed Residential Neighbourhood Development
Hurontario Residential District
455469 Ontario Limited
400556 Ontario Limited (In Trust) (Traders
Associates) (Phase I)
Goldome Development Corporation

Further to my letter of January 21 and comments at the meeting of interested residents held last evening, my clients have asked me to reiterate their position with respect to the development proposals. They are particularly concerned about the effects on their property of the decision by council made on October 22, 1984 to permit the subdivision plan by diverting storm and sanitary sewers along Plymouth Drive to Eglinton.

Regrettably again last night, planning staff were unable to provide interested parties with copies of the detailed proposals which, apparently, have been under active negotiation among the representatives of the developers, planning staff and other interested parties, including the group which proposes to develop the property south of the Traders' lands and west of the Goldome property. As was noted at the public meeting on January 8, the format of the presentation of the proposals combined with the last minute amendments suggested by the developers, make it difficult for interested property owners to make informed comment about the applications.

Cont'd. . . .

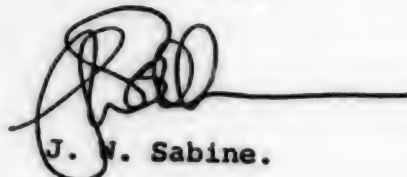
January 30, 1985. 25(2)

Although the initiative rests with the developers who have worked out compromises which are acceptable to the planning staff, the public information process can be confusing when the presentations made by the staff and the developers are as unclear as those that have been made to the public at the most recent meetings.

Given my clients' interest in the channelization of the Cooksville Creek (which was raised by me and by Mr. M. Hosinec at the January 8 meeting and my letter of January 21) we regret that there was no representative of the City Engineering Department present at the meeting last evening to assist interested parties in understanding the impact of the proposed development on matters such as storm and sanitary sewers. The developers acknowledged at the January 8 meeting that the compromise accepted by the City of Mississauga will not permit development of portions of the land which are the subject of the applications. Changes in that development proposal are now contemplated, particularly in light of the decision by the adjacent land owners to bring forward their development proposal. My clients are concerned that the Engineering Department may not have participated in the recent discussions with the planning staff, the developers and other interested parties.

Mr. Taylor's report of October 16, 1984 suggested that no further action be taken on the channelization because a servicing scheme acceptable to Mr. Taylor's department and the developers had been approved. Would you please ensure that the new proposals have been addressed by the Engineering Department to ensure that it does accord with the basis for council's October 22 decision. We look forward to receiving responses to the questions raised in my letter of January 21 prior to the next meeting at which the above-noted applications are considered.

Yours truly,


J. W. Sabine.

/dg

Copy to: J. Hosinec
M. Hosinec
T. Southorn
A. McDonald
W. P. Taylor

25(f)

- 13 -

Mr. Brown felt a solution for rail noise may be to have a service road along the tracks and have the houses face the service road so that the rear yards are protected by the houses from the rail noise. The Commissioner responded that from past experience the above alternative would still result in the necessity for noise abatement features.

RECOMMENDATION: Moved by Councillor Mahoney

That the Planning Staff Report dated February 26, 1985, recommending approval of the application to amend the Zoning By-law under File OZ/55/83, Markborough Properties Limited, subject to a plan of subdivision, site development and landscaping plan approvals where required, and the applicant agreeing to satisfy the financial and all other requirements of the City and any other official agency concerned with the development of these lands, be adopted subject to a report to Planning Committee on the change to 15 m (50 ft.) lots on the cul-de-sac at the north-west corner and on both sides of the northerly east/west road, and on rail noise and the service road concept prior to consideration of the Consolidated Report.

ITEM 11 OZ/36/81 E. Hanson & Associates (Hawthorne) (455469 Ontario Ltd.)
OZ/41/84 Traders Associates (400556 Ontario Ltd.)
OZ/55/84 Goldome Development Corporation

(a) OZ/36/81 E. Hanson & Associates (Hawthorne) (455469 Ontario Limited)

Location: West side of Hurontario Street
North of Eglinton Avenue West

Size of Property: 19.64 ha (48.53 ac.) with a frontage of 102.2 m (335.3 ft.) on Hurontario Street

Proposal: To amend the Zoning By-law from A to R3-Special Section, R5-Special Section, RM5-Special Section, O1 and G with one parcel remaining A, to permit a residential development in conjunction with a proposed plan of subdivision under File T-84013.

(b) OZ/41/84 Traders Associates (400556 Ontario Limited)

Location: North of Eglinton Avenue West, between Hurontario Street and McLaughlin Road

Size of Property: 38.38 ha (94.84 ac.) with frontages of 301.7 m (989.83 ft.) on Hurontario Street and 234.64 m (769.82 ft.) on McLaughlin Road

Proposal: To amend the Zoning By-law from A to R3-Special Section, R5-Special Section, RM5-Special Section, RM7D5-Special Section, DC-Special Section, O1 and G, with two parcels remaining A, to permit a residential development in conjunction with a proposed plan of subdivision under File T-83027 (Phase I).

25(9)

(c) OZ/55/84 Goldome Development Corporation

Location: North-east corner of Eglinton Avenue West and McLaughlin Road

Size of Property: 10.08 ha (24.9 ac.) with frontages of 372.89 m (1223.39 ft.) on Eglinton Avenue West and 236 m (774.28 ft.) on McLaughlin Road

Proposal: To amend the Zoning By-law from A to R3-Special Section, R5-Special Section, RM5-Special Section and O1 to permit a residential development in conjunction with a proposed plan of subdivision under File T-84037.

The Committee received for consideration three letters dated February 20, 1985 from Mr. M. Hosinec regarding storm sewers and related matters.

Mr. Fularczuk declared a conflict of interest and was not present during consideration of this item.

Mr. J. Dorrell, Director of Development Control, explained that the three proposals in Neighbourhood 3 in Hurontario District were considered by Planning Committee on January 8, 1985 and were deferred because of objections from adjacent landowners who felt their lands were overburdened with schools and parks. Following the deferral a meeting was held with the landowners, applicants, Ward Councillor, Planning Committee Chairman and staff. At that meeting the applicants presented a revised plan which attempted to achieve greater equity in the distribution of schools and parks. It appeared that the three owners fronting on McLaughlin Road were satisfied, but the other landowners east of the proposed Goldome subdivision still had concerns. After the meeting, the applicants continued to work on the plan and discussed their proposals with the affected parties. Latterly, the owner of the Horvat property expressed his concerns and the applicant tried to address these as well. The latest revised plan (Revised Layout #5 - February 26, 1985) incorporating the three subdivisions and adjacent lands have been extended to include additional lands to the north owned by Traders and Mr. Grice which were not previously shown. Attached to the plan is a list showing the percentage of park and school sites allocated to the following groups: Traders, Hawthorne, Goldome, Marchetti et al, Manarin/Denar/Reid and Others. The latter group comprises Mr. Grice's lands, lands in the southeast corner and a small parcel to the west. The Parks Department is satisfied with the park arrangement and the location of the schools have been approved by the school boards on the understanding that they may be slightly modified. An even distribution of park and school sites has now been achieved on a group basis. He explained that within the "Others" group, schools and parks are not evenly distributed among the landowners.

25(h)

- 15 -

Because of the concerns expressed by Mr. Horvat on whose lands there are park and school sites, the applicants have attempted to move the school site northerly a little, but that impacted unfavourably on the Traders lands. To compensate Traders, the school proposed in Phase 2 has been moved southerly on to Mr. Grice's lands. Unfortunately, Mr. Grice is away at present. His consultant has been advised and there will likely be an objection from Mr. Grice. The Planning staff feel that the applicants have gone as far as possible to achieve an equitable distribution of park and school sites.

Mr. M. Hosinec was concerned that developers could seemingly prepare maps on school and park distribution to the detriment of small landowners. The Chairman responded that fair attempts have been made to resolve the concerns of adjacent landowners through numerous meetings. Mr. Hosinec reiterated that since the developers are the ones profiting from the subdivisions they should bear the cost of providing park and school sites. It was explained that while there may be a park site on his property, the land would not be expropriated for such purposes. With respect to his concerns regarding storm water management, the Chairman advised that these concerns, as expressed in his three letters and a letter from his brother's solicitor, would be discussed at a Public Works Committee meeting.

Mr. P. Barbetta of the firm of Campbell Godfrey and Lewtas, representing the estate of George Hosinec, explained that there are two properties involved. The smaller of the two properties is owned by Mr. M. Hosinec and the larger property is in the name of the estate of which the two Hosinec brothers have a vested interest. Of the group referred to as "Others" he advised that it is the Hosinecs who are adversely affected by the latest revised plan. He asked if there was a breakdown of "sub-groups" within the "Others" group. Staff explained that this breakdown was not available at present. In response to concerns regarding inequity among the small landowners, Mr. Dorrell explained that because of the small parcels of land involved it is impossible to achieve equity for each parcel.

With respect to storm water management, Mr. Barbetta referred to the Commissioner's earlier comments that input from the Engineering Department is fundamental to any rezoning application, and that was why he was present to explain their concerns. He reviewed the history of the channelization proposal. At one point, expropriation of the Hosinec lands was proposed, but Traders terminated negotiations. Now an alternative proposal has been accepted by the City Engineering Department. Having reviewed the response of the Engineering Department, his clients remain dissatisfied.

A member stressed that the Committee is dealing with land use and engineering matters are best dealt with by Public Works Committee.

Mrs. Manarin explained that having just returned from vacation she has not had an opportunity to review recent developments. She therefore did not know whether she had an objection at this time.

RECOMMENDATION: Moved by Councillor Mahoney

1. That the Planning Staff Report dated January 8, 1985 recommending approval of the application to amend the Zoning By-law under File OZ/36/81, E. Hanson & Associates (Hawthorne) (455469 Ontario Ltd.), subject to a plan of subdivision, site development plan approvals for certain uses, and the applicant agreeing to satisfy the financial and all other requirements of the City and any other official agency concerned with the development of these lands, as amended as a result of discussions with the applicants, adjacent landowners, Ward Councillor, Planning Committee Chairman and Planning Staff, be adopted; and that the land use concerns expressed at the February 26, 1985 Planning Committee meeting on behalf of G. Grice, M. Hosinec and J. Hosinec be resolved prior to the consolidated report for the plan of subdivision being considered and before the rezoning proposal is finalized, and further that the consolidated report be allowed to proceed directly to General Committee and City Council.
2. That the Planning Staff Report dated January 8, 1985 recommending approval of the application to amend the Zoning By-law under File OZ/41/84, Traders Associates (400556 Ontario Ltd.) subject to a plan of subdivision, site development plan approvals for certain uses, and the applicant agreeing to satisfy the financial and all other requirements of the City and any other official agency concerned with the development of these lands, as amended as a result of discussions with the applicants, adjacent landowners, Ward Councillor, Planning Committee Chairman and Planning Staff, be adopted, and that the land use concerns expressed at the February 26, 1985 Planning Committee meeting on behalf of G. Grice, M. Hosinec and J. Hosinec be resolved prior to the consolidated report for the plan of subdivision being considered and before the rezoning proposal is finalized, and further that the consolidated report be allowed to proceed directly to General Committee and City Council.
3. That the Planning Staff Report dated January 8, 1985 recommending approval of the application to amend the Zoning By-law under File OZ/55/84, Goldome Development Corporation, subject to a plan of subdivision, site development plan approvals for certain uses, and the applicant agreeing to satisfy the financial and all other requirements of the City and any other official agency concerned with the development of these lands, as amended as a result of discussions with the applicants, adjacent landowners, Ward Councillor, Planning Committee Chairman and Planning Staff, be adopted, and that the land use concerns expressed at the February 26, 1985 Planning Committee meeting on behalf of G. Grice, M. Hosinec and J. Hosinec be resolved prior to the consolidated report for the plan of subdivision being considered and before the rezoning proposal is finalized, and further that the consolidated report be allowed to proceed directly to General Committee and City Council.

William P. Taylor, P. Eng.
Commissioner



OFFICE OF THE COMMISSIONER

Files: 16 111 84231
16 111 84234
16 111 84241
22 131 00013

Re Item 25
Engineering and Works

P/W Mar 21/85

February 5, 1985

Mr. J. W. Sabine,
Campbell, Godfrey & Lewtas,
Barristers & Solicitors,
P. O. Box 36,
Toronto-Dominion Centre,
Toronto, Ontario,
M5K 1C5.

Dear Sir:

Re: Proposed Residential Neighbourhood Development
Hurontario Residential District,
455469 Ontario Limited
400556 Ontario Limited (In Trust)
(Traders Associates - Phase I)
Goldome Development Corporation
Your File: 080426-001.

Please refer to your letter dated January 21, 1985, addressed to Councillor Culham, Chairman of the City of Mississauga Planning Committee, concerning certain issues raised by Mr. M. Hosinec at the Planning Committee meeting of January 8, 1985. Councillor Culham has requested that I prepare a reply to you. The answers to the following questions are in the same numerical order as those outlined in your letter.

1. "Will the Engineering Department require the channelization of the Cooksville Creek on lands which are the subject of the above captioned applications?"

The City will be requiring channelization of the Cooksville Creek as a condition of development for the applications by 455469 Ontario Limited and 400556 Ontario Limited. No channelization works will be required by Goldome Development Corporation as the Cooksville Creek does not transverse their lands.
2. "In the event that the channelization is required north of Mr. Hosinec's lands, will the resulting larger volumes of water at increased rates of flow result in substantial flooding of property owned by Mr. Hosinec (or by the estate of which he is a beneficiary)"

THE CORPORATION OF THE CITY OF MISSISSAUGA
1 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO, L5S 1M2
TELEPHONE (416) 279-7600

..2

MISSISSAUGA
Proud To Be!
W74-004

Mr. J. W. Sabine,
February 5, 1985
Page 2

2. cont'd.

because of the failure to compel the developers to ensure that the Cooksville Creek is channelized from the boundary of the lands of Traders Associates to Eglinton?"

In this connection I am attaching three sketches. Sketch 1 shows the existing floodplain lands north of Eglinton, Sketch 2 shows the proposed general alignment of the proposed channelization works which would have been undertaken in relationship to the property ownerships, and Sketch 3 shows the areas which are now in the floodplain and which would come out of the floodplain and become table lands if the new channel had been constructed. The regional floodplain as shown in Sketch 1 would remain virtually unchanged whether or not the upstream lands were channelled.

3. "What is the size of the storm sewer from the lands of Traders Associates which are the subject of the application to the property south of Eglinton owned by Urban Equities?"

We interpret this question to mean what is the size of the storm sewers proposed by Traders to drain their lands north of the Horvat lands via the Ross property to Eglinton. The size of the sewer proposed is in the order of 66 inch diameter.

4. "In addition to the delays in the development of certain of the lands subject to the application by Traders Associates, will the failure to complete the channelization to Eglinton have an effect on the development proposals for the other lands which are included in the above captioned applications?"

The answer to this question is none.

5. "What effect, if any, will there be on the prospect of development of the lands west of Mr. Hosinec's property and south and east of the lands which are the subject of the above captioned applications?"

If we assume that the lands referred to are those lands west of Hosinec and north of Eglinton, east of Goldome and south of Traders, it would really be a function of how the overall lands were to be serviced -- i.e. -- if the channel was existing on the Cooksville Creek and all other parties were willing to develop then no doubt that would be used for the outlet; if they tend to develop without an overall scheme they would have to be serviced by Eglinton by means of oversizing. It should be pointed out however that sanitary sewers and watermains enter into this problem and those are Regional services which should be discussed with them.

6. "What is the estimated cost for the alternative proposal by Traders accepted by the Engineering Department?"

Mr. J. W. Sabine,
February 5, 1985
Page 3

6. cont'd.

We do not know what the estimated cost for the ultimate proposal by Traders is, however, whatever it is it would be 100% payable by Traders.

7. "What is the estimated engineering cost to complete the channelization of Cooksville Creek from the boundary of Traders Associates lands to Eglinton Avenue?"

We have not done an engineering estimate for channelization but would suggest that approximately \$150.00 per lineal foot would be in order.

I hope this will be of assistance to you in answering your queries.

Yours truly,

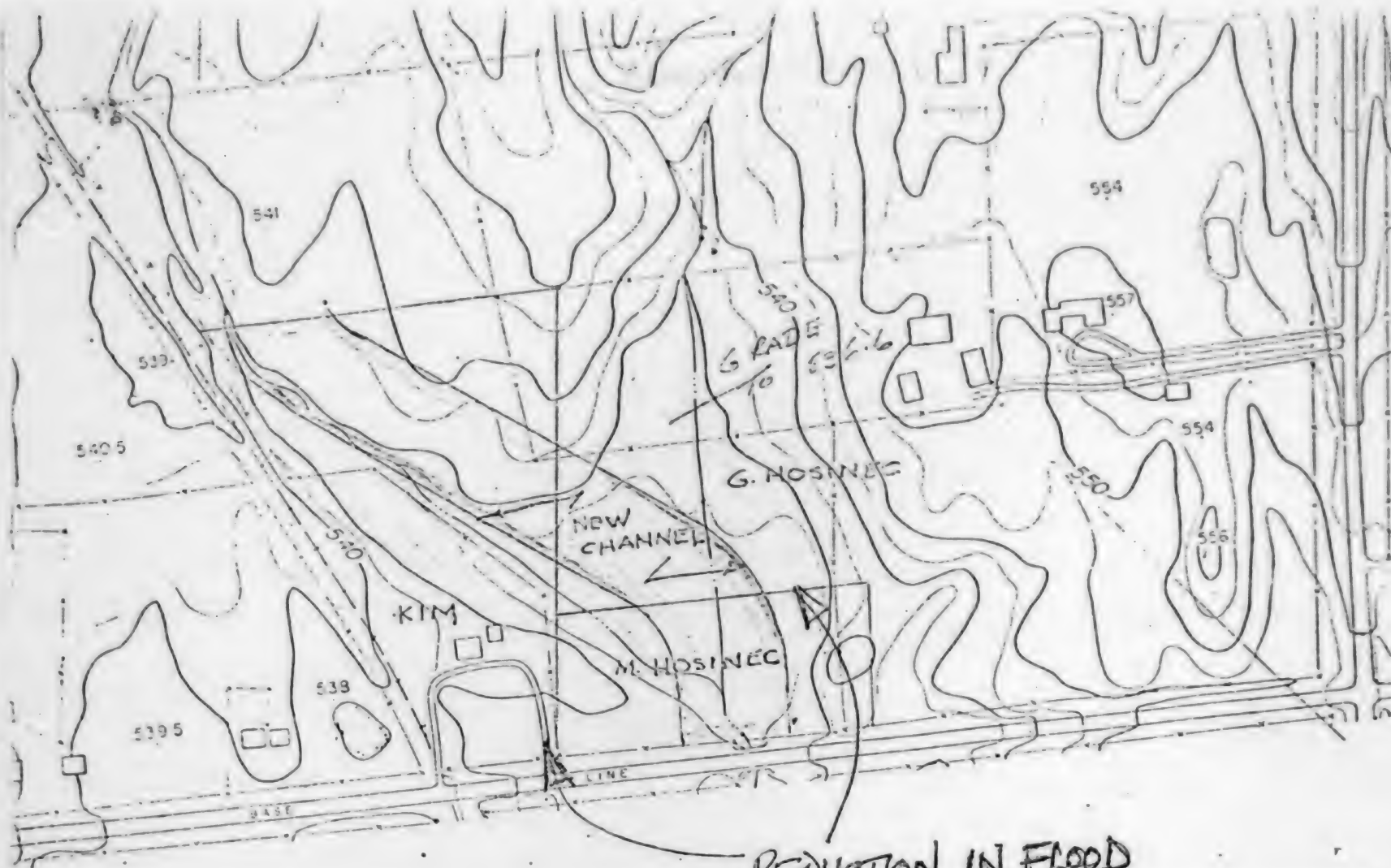
THE CORPORATION OF THE CITY OF MISSISSAUGA

ORIGINAL FILED IN

William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.


AEM:dw

c.c. Mr. E. M. Halliday
Mayor H. McCallion
Councillor Skjarum
Councillor Southorn
Mr. R.G.B. Edmunds
Mr. M. Hosenic



REDUCTION IN FLOOD
PLAIN DUE TO CHANNELIZATION.

KEY PLAN

SKETCH NO. 3.

TOWN OF M
CONCESSION



CAMPBELL, GODFREY & LEWTAS

BARRISTERS & SOLICITORS

TELEX 065-24553
TELECOPIER (416) 362-238
CABLE ADDRESS "ARNOLD" TORONTO

P.O. BOX 36
TORONTO-DOMINION CENTRE
TORONTO, CANADA
M5K 1C5

GENERAL TELEPHONE
(416) 362-2401

JOHN W. SABINE
DIRECT LINE (416) 868-3439
OUR REF: 080426-001

January 21, 1985.

D. Culham, Esq.,
Chairman,
City of Mississauga Planning Committee, *WPR*
City Hall,
1 City Centre Drive,
Mississauga, Ontario.
L5B 1M2

attn: Chris Jan 27/85
BB
Reply sent

Dear Mr. Culham:

Proposed Residential Neighbourhood Development
Huronario Residential District
455469 Ontario Limited
400556 Ontario Limited (In Trust) (Traders
Associates) (Phase I)
Goldome Development Corporation

At the public meeting held by the Planning Committee on Tuesday, January 8, 1985 concerning the above referenced matter, Mr. M. Hosinec (5044 Hurontario Street, Mississauga) attempted to raise certain questions concerning the channelization of the west branch of the Cooksville Creek, particularly with reference to that portion north of Eglinton to the lands owned in trust for Traders Associates, the proposed zoning for which is shown on drawing No. 1610.

Mr. Hosinec was requested by the Committee to put his questions in writing to you in your capacity as Chairman so that an enquiry could be made directly on his behalf by the Committee to the City Engineering Department. The following are his comments and observations:

1. The City has permitted Traders Associates to locate a large diameter pipe from property east of Hurontario Street running west to move water into the west branch of Cooksville Creek. The connection from the outlet of that pipe to Cooksville Creek is estimated to be approximately 60' wide and 25' deep. Mr.

Cont'd. . . .

D. Culham, Esq.

- 2 -

January 21, 1985.

Hosinec has observed that a significant amount of water has therefore been drained from land owned by the developer located east of Hurontario Street to empty into the Cooksville Creek west of Hurontario Street. This artificially induced flow from lands east of Hurontario Street therefore affects the natural water course of the west branch of the Cooksville Creek. Will the Engineering Department require the channelization of the Cooksville Creek on lands which are the subject of the above-captioned applications?

2. In the event that the channelization is required north of Mr. Hosinec's lands, will the resulting larger volumes of water at increased rates of flow result in substantial flooding of property owned by Mr. Hosinec (or by the estate of which he is a beneficiary) because of the failure to compel the developers to ensure that the Cooksville Creek is channelized from the boundary of the lands of Traders Associates to Eglinton?

3. What is the size of the storm sewer from the lands of Traders Associates which are the subject of the application to the property south of Eglinton owned by Urban Equities?

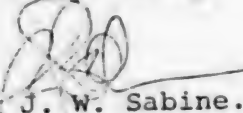
4. In addition to the delays in the development of certain of the lands subject to the application by Traders Associates, will the failure to complete the channelization to Eglinton have an effect on the development proposals for the other lands which are included in the above-captioned applications?

5. What effect, if any, will there be on the prospect of development of the lands west of Mr. Hosinec's property and south and east of the lands which are the subject of the above-captioned applications?

6. What is the estimated cost for the alternative proposal by Traders accepted by the Engineering Department?

7. What is the estimated engineering cost to complete the channelization of Cooksville Creek from the boundary of Traders Associates lands to Eglinton Avenue?

Yours truly,


J. W. Sabine.

/dg

Copy to: J. Hosinec
M. Hosinec
R. Skjarum, Ward 3
✓ T. Southorn, Ward 9
W. P. Taylor
A. MacDonald

PUBLIC WORKS COMMITTEE
DATE: MARCH 21, 1985

SUMMARY OF UNFINISHED BUSINESS

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
13-84	Eng & Wks	Traffic Safety in the Oakridge Community	Pub Wks - Dec 12/83		
59-84	Eng & Works	Review of standards for new residential road construction	Capital Budget - Mar 1/84	Aug 8/84	0
69-84	Eng & Works	Mud Tracking	Council - Mar 18/84	Aug 8/84	0
199-84	Eng & Works	Re-alignment of Mississauga Road south of Dundas Street	Pub Wks - Jun 25/84		
219-84	Eng & Works	1985 assessment of rippled pavement experimental programme	Pub Wks - Aug 8/84	Mar 21/85	0
224-84	Eng & Works	Damage of concrete structures - road salt - Urban Development Institute	GC - Aug 13/84		
257-84	Cllr Culham	Renaming of street in Queensway/Hammond area	Pub Wks - Sep 20/84	Jan 17/85	1
258-84	Cllr Southorn	Renaming of Hammond Road in Ward 9	Pub Wks - Sep 20/84	Feb 21/85	3
302-84	Cllr Southorn	Conflict of Mill St in Mdl and Stvl	Pub Wks - Oct 18/84	Feb 21/85	2
303-84	Cllr McKechnie	Renaming of Princess St in Ward 5	Pub Wks - Oct 18/84	Feb 21/85	2
305-84	Cllr Southorn	Renaming Hammond Rd, Red Hill Rd, Bonnie Braes	Pub Wks - Oct 18/84	Feb 21/85	2

266A

1-85	Eng & Works	Front Yard and Permit Parking	Mayor McCallion	
38-85	Cllr Culham	renaming portions of Fowler Drive	Pub Wks - Jan 17/85	
42-85	Cllr Culham	Pursue the idea of obtaining assistance from plaza owners at Westdale Mall as a pilot project re collection of recycleable material	Pub Wks - Jan 17/85	Mar 21/85



City of Mississauga
MEMORANDUM

27(a)

To: Chairman and Members of the
Public Works Committee
Dept. _____
From: W.P. Taylor, P.Eng.
Dept. Engineering and Works

REGISTRY No. 2383

DATE MAR 20 1985

FILE No. T-80036
F-0207

CLERK'S DEPARTMENT

Files: 12 111 00014
11 141 00039

March 19, 1985

SUBJECT:

Proposed Street Names. P. W. DATE Mar 24 1985

ORIGIN:

Engineering and Works Department.

COMMENTS:

At its meeting of February 21, 1985, the Public Works Committee reviewed various names submitted by the Paracon Group for use in the Paracon Creditview development (21T-80036). The Committee rejected two of the submitted names and approved the remainder. Council at its meeting of March 18, 1985 rejected a further name. Consequently an additional three names are required to complete the compliment of street names required for this development. In this regard the Paracon Group are submitting the following names for approval in the Paracon Creditview development.

CAMGREEN
STANCOMBE
KIRKBY
WASDALE

These names have all been previously approved by the Region of Peel Street Names Committee. While only three names are required, four are being submitted to allow for any possible rejections.

... 2

CITY OF MISSISSAUGA

MINUTES

MEETING #3-85

NAME OF COMMITTEE: Public Works

DATE OF MEETING: Thursday, March 21, 1985

PLACE OF MEETING: Committee Room A at 9:45 am

MEMBERS PRESENT: Councillor R. Skjarum, Chairman
Mr. J. Rogers, Vice-Chairman
Councillor D. Cook
Councillor D. Culham
Councillor H. Kennedy
Mr. Christopher B. Gauer
Mrs. June Hayden
Mr. Allan Hignell

MEMBERS ABSENT: Nil

ALSO PRESENT: Mayor H. McCallion (part)
Councillor L. Taylor (part)
Councillor T. Southorn

STAFF PRESENT: Mr. W. P. Taylor, Commissioner of Engineering & Work
Mr. A. McDonald, Director, Maintenance Engineering
Mr. P. Davies, Drafting Supervisor
Mrs. Kathy Zammit, Committee Coordinator

DEPUTATIONS Nil

MATTERS CONSIDERED:

1. Report dated February 20, 1985, from W. P. Taylor, Commissioner of Engineering & Works, with respect to sidewalk snow plowing, in accordance with the direction of Council at its meeting on February 11, 1985, referring this entire matter to the Commissioner for a report to this Committee (Request for Report 41-85). Mr. Taylor advised that in 1979, Council considered the implementation of a by-law placing the responsibility of sidewalk snowplowing with the adjacent property owner; however, it was the decision at that time that no by-law be passed and that sidewalk clearing be undertaken on a priority basis, ie main arterial roads, neighbourhood collectors, sidewalks adjacent schools, transit routes, old age homes, hospitals, etc.

He confirmed that the priority route program has been reviewed each year to determine any streets which should be added, and that it is his opinion that the policy has worked reasonably well and there would not appear to be any reason to expand the program on a City-wide basis.

With respect to costs, he advised that accurate estimates are extremely difficult to calculate, recognizing that this is dependent on how much snow falls in any given year. He confirmed that the cost is entirely borne by the municipality in that sidewalk snowclearing is not subsidizable. However, in 1983/84, an average season, the actual costs were \$200,000.00 (budgeted cost was \$227,000.00). The expenditures from January 1, 1985, are approximately \$230,000 (costs prior to January 1 are reflected in the 1984 budget). Assuming that \$230,000.00 is an average expenditure, costs would be \$650,000.00 if all sidewalks in the municipality were plowed.

With respect to the cost of damage to lawns, again expenditures fluctuate depending on whether sod is frozen or not, however \$10,000.00 to \$15,000.00 is reasonable.

If a by-law were passed placing the responsibility of sidewalk snowplowing with the adjacent property owner, enforcement would be the jurisdiction of the Building Department (By-law Enforcement Section) and any report on costs should be prepared by the Commissioner of Building.

Mr. Taylor concludes that expansion of the program to cover all sidewalks in the City would be a poor investment, especially having regard for the Current Budget, recommended:

- (a) That the City of Mississauga continue with its present policy with respect to clearing snow from sidewalks on a priority system, and that the sidewalks to be plowed continue to be reviewed annually by the Public Works Committee.
- (b) That consideration of the implementation of a by-law placing the responsibility of sidewalk snowplowing with the adjacent property owner, be discussed at a future Public Works Committee meeting prior to the 1985/86 winter season.

NOTE: This report was included on the agenda for the meeting held on February 21, 1985, at which time it was the general feeling of the Committee, that all Members of Council should be present and participate in the discussion of a matter such as this, and consequently consideration of the report was deferred to this meeting (Recommendation 42-85).

Mr. Taylor advised that the 1984/85 winter season has been, in his opinion, the worst in 10 years; this fact is borne out in costs:

<u>Roads</u> - 1984, January to December - actual costs*	\$2,000,000.00 +
standby costs	868,000.00
- 1985, January to December - budget*	\$2,937,000.00 +
standby costs	816,000.00
actual cost to date	1,942,000.00

* Includes approximately \$750,000.00 for sand and salt.

<u>Sidewalks</u> - 1984, January to December - actual costs	\$208,000.00
- 1985, January to December - budget	267,000.00
actual cost to date	194,000.00

Mr. A. McDonald explained that there are no standby costs with respect to sidewalks since contractors are paid for hours worked only.

The Committee was reminded that the Ministry of Transportation & Communications subsidizes snow clearance for roads by 50% but there is no subsidy in this regard for sidewalks.

Staff indicated that the level of service for snow clearance compares favourably with neighbouring municipalities, and exceeds that provided in residential subdivisions.

Mr. Taylor advised that there have been special problems associated with sidewalk snow clearance as a result of the New Year's Eve ice storm and the fact that there was no January thaw this year.

Councillor D. Cook suggested that staff investigate the problem of windrows which this year have been in excess of 6 feet high, and develop criteria whereby once the windrows reach a certain height, they will be cut back, and suggested that staff contact the Public Works Department in the City of Etobicoke to see how they deal with this problem.

Councillor D. Culham advised that it has been his experience that the greatest number of complaints this year has been with respect to sanding, and suggested that staff look into criteria in this regard, and the standard of equipment used. However, he expressed his belief that this concern would be addressed in proposals for a 3-year contract under consideration for snow clearance.

It was also suggested by Councillor Culham that a "snow alert" in the fall might be an effective means of eliminating some of the "bugs in the system" prior to actual snowfall, by making contractors aware of their routes. He also suggested that perhaps the Committee should look into some kind of a "public relations" program to make the citizens aware of the money expended in snow clearance, and the problems the contractors encounter.

Councillor H. Kennedy, following Councillor Culham's comments, suggested that a seminar or workshop might be helpful for the contractors, and ensure some uniformity in the level of services throughout the municipality.

Councillor T. Southorn, as a former resident of the City of Winnipeg, advised that he has experienced winters such as Mississaugans will never see. He indicated that in that city the plows also remove snow from the ends of driveways and wondered what the costs would be to provide such a service here in crisis situations.

Mr. C. Gauer queried whether the snow clearing forces would be able to respond quickly enough if a program to clear driveways was implemented. It was his concern that the process would be slowed down to such an extent that while some driveways might be cleared, some roads might not.

Mr. J. Rogers advised that he travels extensively in the greater Toronto area and as far as he could see the level of service in Mississauga was superior to that provided in other local municipalities.

Mr. A. Hignell advised that, as a resident of Meadowvale, he felt snow clearance was pretty good as far as roads are concerned; however, with respect to sidewalks, he questioned the policy where sidewalks are constructed for the safety of pedestrians yet under the worst conditions in winter they cannot be used. While he agreed with the priority route system, he does support snow clearance on all sidewalks.

Mr. Rogers and Councillor Southorn commented that in areas where there are no sidewalks, snow can be effectively removed from the road surface but in areas where sidewalks are cleared there is more snow to be stored and less area to pile it.

In response to comments by Councillor M. Marland, Mr. McDonald indicated that forces could be hired to clear all the sidewalks in the municipality, but it would be costly.

Mr. Gauer suggested consideration of an educational program to let the residents know what they can expect.

Councillor R. Skjarum, Chairman, expressed concern there there was not full value for the money spent on snow clearance. It was his observation that the citizens of Mississauga were angry about the level of service.

Councillor Cook indicated that he felt there is confusion on the part of the residents as a result of the different levels of services provided by Regional and City forces.

The Councillor also thought it would be helpful for the Members of Council to attend a seminar to become aware of the procedures/problems etc. in snow clearance.

With respect to a by-law legislating residents to clear snow from sidewalks, Councillor Cook advised that he did not think this would be effective.

Councillor Culham moved:

- (a) That the City of Mississauga continue with its present policy with respect to clearing snow from sidewalks on a priority system, and that the sidewalks to be plowed continue to be reviewed annually by the Public Works Committee.
- (b) That consideration of the implementation of a by-law placing the responsibility of sidewalk snowplowing with the adjacent property owner, be discussed at a future Public Works Committee meeting prior to the 1985/86 winter season.
- (c) That the Commissioner of Engineering & Works be requested to prepare reports to the Public Works Committee addressing the following items:
 - i) tendering and standards of snowplowing and sanding
 - ii) a seminar with respect to snowplowing procedures, for both staff and contractors
 - iii) procedures with respect to snowplowing on courts and culs-de-sacs
 - iv) procedures with respect to windrows
 - v) educating the public regarding a "snow alert".

It was suggested that it might be helpful to the Members of Council to know the names of the contractors in their Wards.

Mrs. June Hayden suggested that a seminar for the contractors should be held prior to the tenders being let.

Mr. McDonald advised that the tenders received for snow clearance are never sufficient to satisfy the City's requirements. He cautioned that if the municipality "comes down too hard" on the contractors, they will not be interested in tendering; he explained that following storms, there are any number of firms seeking equipment and operators and willing to pay premium rates.

Councillor Culham amended his earlier motion to provide that Parts (a) and (b) be considered at the April meeting of this Committee. This motion was voted on and CARRIED.

NOTE: The Committee agreed that this matter would be included on the agenda for the next meeting of the Public Works Committee on the understanding that there may not be sufficient time to consider it at that time.

See Items 1, 3, 4, 5, 6, 7 and 8.

F.05.03.02

See Recommendation 44-85 (D. Culham)

2. Report dated February 28, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, pursuant to a request by Councillor D. Culham for an increase in the level of service for sidewalk snow plowing and sanding on Ifield Road, Portway Avenue and Beemer Avenue. Mr. Taylor advised that those sidewalks are used by children attending the Oakridge Public School, but are not listed as "priority routes" within the guidelines previously approved by Council. He recommended:

That the sidewalks on Ifield Road, Portway Avenue and Beemer Avenue, which streets are used as a direct route to Oakridge Public School, be included as priority sidewalk routes for winter maintenance.

See Items 1, 3, 4, 5, 6, 7 and 8.

F.05.03.02

See Recommendations 44-85 and 45-85 (D. Culham)

APPROVED

3. Report dated March 14, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, pursuant to a request by Councillor M. Marland for an increase in the level of service for sidewalk snow plowing and sanding on Barsuda Drive between Ambridge Court and Clarkson Road. Mr. Taylor advised that this sidewalk is not listed as a priority route within the guidelines approved by Council; however the road is a priority route for snowplowing and sanding and traffic volume and pedestrian counts would indicate that the sidewalks should be given a higher priority. He recommended:

That sidewalk plowing and sanding on Barsuda Drive between Ambridge Court and Clarkson Road be upgraded as a priority route for winter maintenance for the 1985/86 season.

See Items 1, 2, 4, 5, 6, 7 and 8.

F.05.03.02

See Recommendations 44-85 and 46-85 (D. Culham)

APPROVED

4. Letter dated February 20, 1985, from Mr. R. Michael Warren, President and Chief Executive Officer, Canada Post Corporation, confirming that postal delivery service, interrupted in parts of Mississauga due to weather conditions in January, has resumed to most of the areas identified by Mayor H. McCallion in a telephone conversation, and the other areas are being monitored daily. Mr. Warren advised that the weather conditions cause the letter carriers unique delivery problems and manoeuvring while carrying loads of up to 50 lbs, and in the York Division alone, some 100 accidents were reported in the month of January.

Further, Mr. Warren advised that Canada Post has a community awareness program in place to educate customers about the potential hazards faced by their employees when walkways are not cleared of snow, and the employees themselves will advise customers of specific problems, if it is practical to do so. When the hazard is removed, mail delivery is resumed.

The Committee noted that it was interesting that postal delivery service is cut off in areas where the sidewalks are not cleared of snow, but service is not interrupted in those areas where there are no sidewalks.

See Items 1, 2, 3, 5, 6, 7 and 8.

F.05.03.02

See Recommendations 44-85 and 47-85 (D. Culham)

RECEIVED

5. Letter (undated) and signed "Yours for a better Mississauga - A Resident", enclosing a newspaper article entitled "Cities lack perfect plan to clear snow off walks" wherein it is noted that "when it snows, Etobicoke homeowners have to shovel their sidewalks, North York Residents wait for the City to do it and Mississauga residents can thumb their noses at the white stuff", and Mayor H. McCallion is quoted as saying that "3 years ago Mississauga crews plowed all city sidewalks but it was found that many of them were never used".

The letter suggested that the City "ask" the residents to shovel the sidewalks in front of their houses and comments that it is hard to believe that the walks are not used - children use them to go to school, his wife walks to the bus stop, he walks to the GO train sometimes, and walks the dog twice/day - in fact the sidewalks are used but these days he notices people using the street because the sidewalks are impassable.

Further, he advised that one of his neighbours claims "he pays taxes to have his sidewalk shovelled" and another, a City employee, complains because "'they' don't clean the sidewalks". Also, he indicates that he has noticed driveways cleared, and the snow dumped on the sidewalks.

It is the writer's suggestion that residents be "asked" to keep sidewalks clear of snow by means of a notice in with the Hydro bill, or an advertisement in the local newspaper.

See Items 1, 2, 3, 4, 6, 7 and 8.

F.05.03.02

See Recommendations 44-85 and 48-85 (D. Culham)

RECEIVED

6. Letter dated March 1, 1985, from Peggy McLean, Secretary, Peel Seniors Concerns Council, advising of their concern with respect to the "very unsatisfactory state of snow clearance on sidewalks". Ms McLean suggested that notices be included in newspapers reminding citizens "about a by-law enforcing snow clearance of sidewalks".

See Items 1, 2, 3, 4, 5, 7 and 8.

F.05.03.02

See Recommendations 44-85 and 49-85 (D. Culham)

RECEIVED

7. Letter dated March 4, 1985, from John Bunting, 336 Chantenay Drive, advising that "since sidewalks are City property, snow removal is clearly the responsibility of the City of Mississauga". He advised that when he moved to his present home in 1972, the City did a good job of snow removal in a reasonable time after a snowfall and that this continued for a number of years "until apparently a decision was made to clear only 'priority sidewalks' ... and leave snow removal on the majority of City sidewalks to local residents". He indicated that to his knowledge that decision was never widely publicized but that "it is clear that most residents would not be willing to shoulder the City's responsibility in this matter". It is his opinion that the City has no grounds to insist that residents "should accept responsibility for common facilities under the City's jurisdiction ... (if this were so, logically, residents) could also be made responsible for repairs to sidewalks, for fixing potholes in roads, for snow removal from the roads, and for mowing grass in parks located near their residences". Mr. Bunting concludes that if he were willing to accept responsibility for snow removal he would clearly be liable for any accidents and therefore he opposes any by-law in this regard.

See Items 1, 2, 3, 4, 5, 6 and 8.

F.05.03.02

See Recommendations 44-85 and 50-85 (D. Culham)

RECEIVED

8. Memorandum dated February 14, 1985, from Councillor D. Culham to Mayor H. McCallion, suggesting that the allocation of a grant in the amount of \$50.00 for senior citizens to have snow cleared is "unreasonable" and should be increased to \$100.00, or even \$150.00. He suggested that the applicants would have to register but this procedure would allow the City to put the individuals in a position of hiring people on a permanent basis for the season. Further, he suggested that this matter should be dealt with through the ratepayers asking them to survey the senior citizens in their community, and the number of students available to undertake snow removal.

Councillor R. Skjarum, Chairman, suggested that perhaps the Administration & Finance Committee should consider this matter, in conjunction with a report from Mr. W. H. Munden, City Treasurer. He advised that he would contact the Cawthra Senior Citizens Centre to get the response of the senior citizens.

Councillor D. Cook cautioned that the Committee should keep in mind that senior citizens are entitled to a \$500.00 property tax exemption to compensate for matters such as this.

On verbal motion by Councillor D. Culham, the Committee supported Councillor Skjarum's suggestion.

See Items 1, 2, 3, 4, 5, 6 and 7.

F.05.03.02

See Recommendations 44-85 and 51-85 (D. Culham)

RECEIVED

9. Report dated January 9, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to crosswalks, pursuant to Resolution 682-84 (October 22, 1984) whereby the matter of crosswalks was referred to staff for a report in that "crosswalks" have not been evaluated as a traffic device since 1974 (Request for Report 284-84). Mr. Taylor advised that the following intersections have been designated as locations to be studied for "Pedestrian Crossover" (PXO) warrants, which will form the basis of a review of a PXO program:

Rathburn Road West/Deer Run
Creditview Road/Shagbark Crescent
Queen Street/Kerr Street
Bloor Street/Rymal Road
Southdown Road/Wiseman Court
Bloor Street/Bridgewood Drive
Bloor Street/Cedar Creek Drive.

Mr. Taylor advised that in the fall of 1984, a study was completed for these locations, and the results applied against warrants established by Metropolitan Toronto and the Region of Halton, as follows:

Metro - measure the number of pedestrian crossings over the peak 8-hour period and apply to volume in a graph form against the number of pedestrian crossing difficulties (the most widely used, and the most difficult to achieve) - warrants were not met by a significant degree.

Halton - measure traffic volume and pedestrian volume and develop a warrant in a graph form, and employing a factor when significant numbers of senior citizens and/or children are recorded - warrants were met.

Mr. Taylor advised that the Ministry of Transportation & Communications has initiated a project aimed at establishing greater uniformity in the use of PXOs across the province. He explains that it is anticipated that initial drafts for circulation to municipalities will be completed towards the end of March, and legislation available for the fall sitting of the Legislature. The MTC has suggested that a "hold" be considered on any new installations pending completion of their study.

Further, Mr. Taylor strongly recommended that if the City enters into a PXO program, the warrants established be the only criteria. Further, he suggested that the warrant to be used be determined only after the completion of the MTC study, which matter will be addressed in a further report to the Public Works Committee. Mr. Taylor recommended:

That the report dated January 9, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, to the Public Works Committee (March 21, 1985), with respect to establishment of a "Pedestrian Crossover" (PXO) program in the City of Mississauga, be received.

In response to a query by the Committee, Mr. Taylor confirmed that when the MTC has established criteria in this regard, a report will be brought back to this Committee.

F.06.03.01

See Recommendation 52-85 (D. Culham)

RECEIVED

10. Video presentation of an extract from the Council Meeting of the City of Kitchener, with respect to recycling.

Councillor R. Skjarum, Chairman, advised that a full presentation is to be made at the next meeting of this Committee, scheduled to be held April 18, 1985, with respect to garbage and recycling, and suggested that it might be more appropriate to view this video at that time.

On verbal motion by Councillor D. Culham, the Committee supported Councillor Skjarum's suggestion.

F.05.04.05

See Recommendation 53-85 (D. Culham)

DEFERRED

11. Report dated February 7, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to newspaper pick-up and recycling for the month of January 1985. Mr. Taylor details the collection as follows:
- | | |
|---------------------------------|-------------|
| Robran Construction | 115.34 tons |
| Mississauga Clean City Campaign | 7.85 tons |
| Boy Scouts | 5.30 tons |
- and recommended:

That the report dated February 7, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, to the Public Works Committee (March 21, 1985), with respect to newspaper pick-up and recycling for the month of January 1985, be received.

F.05.04.05

See Recommendation 54-85 (D. Culham)

RECEIVED

12. Report dated March 12, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to newspaper pick-up and recycling for the month of February 1985 and the year to date. Mr. Taylor details the collection as follows:

	February	Year to Date
Robran Construction	113.31 tons	228.65 tons
Mississauga Clean City Campaign	8.16 tons	16.01 tons
Boy Scouts	5.30 tons	10.60 tons

and recommended:

That the report dated March 12, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, to the Public Works Committee (March 21, 1985), with respect to newspaper pick-up and recycling for the month of February 1985 and the year to date, be received.

F.05.04.05

See Recommendation 55-85 (D. Culham)

RECEIVED

13. Letter dated February 15, 1985, from Mr. Larry E. Button, Clerk, Regional Municipality of Peel, enclosing a report dated January 14, 1985, from Mr. W. J. Anderson, Regional Commissioner of Public Works, summarizing the tonnes of cardboard recovered from wastes destined for landfilling at the Britannia Sanitary Landfill Site in 1984, as follows:

2,939.65 - received by Dometar
1,763.79 - returned to Peel
1,175.86 tonnes of cardboard recovered.

Mr. Button has forwarded this information pursuant to the direction of the Council of the Regional Municipality of Peel.

F.05.04.05, A.02.03.03.03

See Recommendation 56-85 (D. Culham)

RECEIVED

14. Letter dated February 15, 1985, from Mr. Larry E. Button, Clerk, Regional Municipality of Peel, enclosing a report dated January 14, 1985, from Mr. W. J. Anderson, Regional Commissioner of Public Works, with respect to the United States Environmental Protection Agency's position towards the use of incineration as a means of waste disposal.

Mr. Anderson advised that at the request of Councillor F. McKechnie, their Waste Management Division investigated this matter and learned that the Agency is very supportive of waste incineration. In fact, an Act signed by President R. Reagan in 1984 makes it clear that incineration of all types of waste or other means of destruction is preferred to landfilling, and amendments look at long-term storage of waste has having more potential to cause problems in the environment and thus with the safety of human life. The Agency has not seen any details that indicate a public safety concern with any of the emissions from plants that are well designed and operated. Further the Agency is working in close cooperation with Canadian officials and reviewing work in the NITEP (National Incinerator Technology Review Program).

Mr. Button has forwarded this information pursuant to the direction of the Council of the Regional Municipality of Peel.

A.02.03.03.09

See Recommendation 57-85 (D. Culham)

RECEIVED

15. Request by Councillor L. Taylor that the installation of ripple pavement on Midhurst Lane during the 1985 construction season be approved.

Councillor Taylor advised that he has spoken with the residents who live adjacent to the road where this proposal has been requested, at the intersection with Molly Avenue, and made them aware of the problem of noise associated with this type of pavement. They have considered their request again and agreed that they still want the pavement installed.

Mr. Taylor advised that the pavement was installed on Thornlodge Drive but the complaints from those living next to that portion of road were such that the rippling was removed; however, the use of this type of pavement as a means of reducing the speed of vehicles is effective.

Councillor D. Cook advised that he has noticed a different type of rippled pavement, parallel to the flow of traffic, and, at his request, the Committee directed that the Commissioner of Engineering & Works Department investigate this and report back to this Committee (Request for Report 77-85).

On behalf of Councillor Taylor, Councillor Cook moved that the pavement be installed as requested, which motion was voted on CARRIED.

F.02.01

See Recommendation 58-85 (D. Cook)

APPROVED

16. Report dated January 3, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to increasing the size of street name signs, pursuant to the direction of General Committee at its meeting on October 31, 1984 (Request for Report 297-84). Mr. Taylor advised that the current standard was approved in 1976, and is equal to that used in the Cities of Brampton, Burlington, Scarborough and North York and the Town of Oakville, and above that used in the City of Etobicoke. Further, he provides comparisons with the signs used by the City, and the criteria established by the Ministry of Transportation & Communications.

With respect to budget implications, Mr. Taylor advised that there are 3,090 street name signs throughout the City, constituting 3,605 sets of signs, and to replace all would result in an expenditure of \$237,930.00, plus labour costs of approximately \$126,175.00, for a total of \$364,105.00.

Mr. Taylor indicated that his Department feels that the standard used, as follows:

- 4 inch letters on 6 inch blanks for local streets
- 6 inch letters on 8 inch blanks for arterial and major collector roads

provides easily identifiable street name signing and incorporates the highest grade of reflective material available to provide the optimum night time retro-reflectivity.

He advised that, in accordance with the policy established in 1976, street name signs are replaced in accordance with the criteria approved at that time as dictated by deterioration or maintenance. However, in the fall of 1984, a program was commenced to upgrade arterial street name signs to bring major intersections up to the current standard, and upon completion of the program over the next couple of years, all street name signing will be in accordance with the standard adopted in 1976. With respect to local street name signs, where they are the old colours of a black legend on a white background, rather than the revised standard of blue and white, the Department plans to enter into a replacement program beginning in 1985.

Mr. Taylor advised that the Department does not feel that larger signs are required and that the program to upgrade signing on arterial and major collector roads will significantly improve signing and satisfy concerns, and recommended:

That the report dated January 3, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, to the Public Works Committee (March 21, 1985), with respect to increasing the size of street name signs, be received.

F.02.07

See Recommendation 59-85 (D. Culham)

RECEIVED

17. Report dated March 13, 1985, Mr. W. P. Taylor, Commissioner of Engineering & Works, pursuant to a concern expressed by Fire Chief G. E. Bentley, with respect to the difficulty in locating 2 apartment buildings addressed as 2339 and 2340 PARK TOWERS AVENUE when that street does not exist as a travelled roadway and access to the buildings is by a private drive running easterly from Hurontario Street. In reviewing the history of this area, Mr. Taylor explains that the street was acquired by the Township of Toronto in 1961 and by-laws passed establishing same as public highway; notwithstanding that, a sidewalk and watermain exist on the land but the roadway has never been constructed.

He suggested that while renumbering the buildings off Hurontario Street would improve the situation, approximately 125 residents would be affected and it would be somewhat confusing in that the buildings are not readily visible from Hurontario Street.

Mr. Taylor advised that this matter has been discussed with the owners of the buildings, as well as the building at the corner of Hurontario Street and the access drive, and they have agreed to a proposal to sign the access as PARK TOWERS DRIVE - PRIVATE ROAD. He explains that the drive will remain private and the assignment of a name is for identification purposes only, and recommended:

- (a) That the access drive extending easterly from Hurontario Street to 2339 and 2340 Park Towers Avenue be named PARK TOWERS AVENUE.
- (b) That a standard City of Mississauga street name sign indicating PARK TOWERS AVENUE with a second blade indicating PRIVATE ROAD be erected on Hurontario Street at the appropriate location.

F.02.07

See Recommendation 60-85 (D. Culham)

APPROVED

18. Report dated March 15, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to the renaming of AQUITAINE CIRCLE to TRELAUNY CIRCLE. Mr. Taylor advised that pursuant to General Committee Recommendation 1564-84 (November 5, 1984) the name TRELAUNY CIRCLE was approved for use within proposed plan of subdivision T-83036, First City Developments Ltd, where the street had been included on plans as AQUITAINE CIRCLE. Due to considerable inconvenience and delays that would have been experienced by the developer, the plan was registered as Plan 43M-579, with the name AQUITAINE CIRCLE, knowing that it would be necessary to rename the street. Mr. Taylor recommended:

That steps be undertaken to change the street name AQUITAINE CIRCLE to TRELAUNY CIRCLE in accordance with The Municipal Act, RSO 1980.

Councillor T. Southorn advised that he, as the ward representative, was in support of this recommendation.

F.02.07, B.06.579

See Recommendation 61-85 (D. Culham)

APPROVED

19. Report dated March 15, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to the renaming of MILL STREET in the Village of Meadowvale. Mr. Taylor advised that pursuant to General Committee Recommendation 1752-84 (December 10, 1984), the name of MILL STREET in The Village of Meadowvale was to be changed to OLD MILL STREET, and no action taken to change the name of MILL STREET in Streetsville. However, Councillor T. Southorn has subsequently advised in a memorandum dated March 5, 1985, that the Meadowvale Village Community Association is requesting that the approved name OLD MILL STREET be revised to OLD MILL LANE. Mr. Taylor confirmed that he has no objection to this change and recommended:

- (a) That General Committee Recommendation 1752-84 (December 10, 1984) be rescinded.
- (b) That steps be taken to change the name of MILL STREET in the Village of Meadowvale to OLD MILL LANE in accordance with The Municipal Act, RSO, 1980.
- (c) That no action be taken to change the name of MILL STREET in the former Town of Streetsville.

Councillor T. Southorn advised that he, as the ward representative, was in support of this recommendation.

F.02.07

See Recommendation 62-85 (D. Culham)

APPROVED

20. Report dated March 15, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to a proposal submitted by Councillor D. Culham to rename STAVEBANK ROAD between Queensway West and Premium Way as TRILLIUM. Mr. Taylor advised that in the report dated July 31, 1984, with respect to the duplication of street names throughout the City, it was recommended that this portion of road be renamed to resolve confusion existing with the discontinuous portion of Stavebank Road. With respect to the name TRILLIUM, Mr. Taylor advised that the name was rejected by the Region of Peel Street Names Committee in 1979 due to a duplication with Trillium Court in the City of Brampton. Notwithstanding this rejection, Mr. Taylor suggested that due to the considerable distance between the two areas and the fact that Trillium Court is a small street with only 14 lots, the duplication would not be of a serious nature. He also advised that Councillor Culham has indicated that he will arrange a public meeting with the area residents to discuss the acceptability of TRILLIUM and recommended:

- (a) That the name TRILLIUM be approved for the renaming of that portion of Stavebank Road between Queensway West and Premium Way.
- (b) That Councillor D. Culham arrange a public meeting with area residents to discuss the proposed renaming of that portion of Stavebank Road and report back to the Public Works Committee.

Councillor Culham advised that the name he has proposed is TRILLIUM LANE and moved adoption of the recommendation, which motion was voted on and CARRIED.

F.02.07

See Recommendation 63-85 (D. Culham)

APPROVED

21. Report dated March 15, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, pursuant to a request by Councillor L. Taylor, summarizing the proposed street names rejected since the implementation of the new street name approval process in the early fall of 1984. Mr. Taylor advised that the following names were approved by the Region of Peel Street Names Committee but subsequently rejected by either the Public Works Committee or General Committee:
- EDENCREST TERRACE (Public Works Committee, September 20, 1984)
 - BLYTHE HILL PLACE (Public Works Committee, September 20, 1984)
 - SABRA (Public Works Committee, January 17, 1985)
 - AMPERSAND (General Committee, January 30, 1985)
 - MONGER (General Committee, January 30, 1985)
 - BAGWELL (Public Works Committee, February 21, 1985)
 - DENEK (Public Works Committee, February 21, 1985)
 - FORNAX (Public Works Committee, February 21, 1985)
 - LECH WALESA (Public Works Committee, February 21, 1985)
 - MENKAR (Public Works Committee, February 21, 1985)
 - PAVO (Public Works Committee, February 21, 1985)
 - PILCOM (Public Works Committee, February 21, 1985)
 - POLLUX (Public Works Committee, February 21, 1985)
 - REFLEX (Public Works Committee, February 21, 1985)
 - SABIK (Public Works Committee, February 21, 1985)
 - SAGITTA (Public Works Committee, February 21, 1985)
 - SWEDRU (Public Works Committee, February 21, 1985)
 - TUCANA (Public Works Committee, February 21, 1985)
 - VOLANS (Public Works Committee, February 21, 1985)
 - WINCHESTER DRIVE (Public Works Committee, February 21, 1985),
- and recommended:

That the report dated March 15, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, to the Public Works Committee (March 21, 1985), summarizing the proposed street names rejected since the implementation of the new street name approval process in the early fall of 1984, be received.

Councillor Taylor confirmed that the names he had submitted prior to the implementation of the new street name approval process were processed, as was that policy at that time, through the Region of Peel Street Names Committee. He indicated that, as required under the new policy, his proposals will be submitted to this Committee; however, the Committee should be aware that there are some plans of subdivision in his ward that are caught between the changes in policy, i.e. the names were approved under the new policy and now will be submitted to this Committee.

At the request of Mayor H. McCallion, the Committee directed that Councillor L. Taylor prepare a report to this Committee with respect to the list of names he has submitted under the old policy (Request for Report 78-85).

F.02.07

See Recommendation 64-85 (D. Culham)

RECEIVED

22. Report dated July 31, 1984, from W. P. Taylor, Commissioner of Engineering & Works, regarding the duplication of street names, which report was prepared in response to concerns expressed by Councillor T. Southorn and Fire Chief Gordon Bentley.

This matter was considered by the Public Committee on August 8, 1984, at which time it was recognized that considerable time would be involved in resolving the duplications and, in many instances, it would be necessary for meetings to be held with area residents. Pursuant to Recommendation 44-84, as amended by General Committee on August 13, 1984, and subsequently adopted by Council on August 15, 1984, this report was circulated to the Members of Council, the Fire Chief and the Chief of Police for their comments as to the identification of duplications and conflicts which require priority, and included on the agenda for the Committee Meeting on September 20, 1984.

On September 20, 1984, the Committee considered an updated version of Mr. Taylor's report, including comments received to date from the Members of Council. Pursuant to Recommendation 58-84 approved by General Committee on October 3, 1984, and subsequently adopted by Council on October 9, 1984, consideration of the report was deferred to the next meeting of the Committee (October 18, 1984), at which time the duplication of street names in Wards 1, 5 and 9, were to be addressed.

On October 18, 1984, the Committee passed Recommendations 67-84 through 71-84, inclusive, which were approved by General Committee on October 31, 1984, and subsequently adopted by Council on November 5, 1984, paraphrased as follows:

- 67-84 ... subject to the approval of area residents ... First Street between Cawthra Road and West Avenue (Ward 1) be renamed Gordken Road ...

This matter was resolved by General Committee Recommendation 156-85 (February 11, 1985), approving the change of the name of First Street to Ebony Avenue.

- 68-84 ... feasibility of closing First Street between Second Line West and Pond Street (Ward 9) be referred to Councillor T. Southorn for review with the Meadowvale Village Community Association and a report back ...

Councillor Southorn advised the Committee that this matter was in progress.

- 69-84 ... duplication of Mill Street between Derry Road West and Pond Street (Ward 9) be referred to Councillor T. Southorn for 60 days to allow discussions with the Meadowvale Village Community Association with respect to the suggestion that the street be renamed.

This matter has been resolved pursuant to Item 19 on this agenda, recommending the approval of the change of the name of Mill Street in Meadowvale to Old Mill Lane.

70-84 ... duplication of Princess Street within Wards 5 and 9 be referred to Councillors F. McKechnie and T. Southorn for 60 days to allow discussions with local residents with respect to the suggestion that the street in Ward 5 (between Cattrick Street and Hull Street) be renamed.

71-84 ... subject to the approval of area residents, River Road between Veronica Drive and Inglewood Drive (Ward 1) be renamed ...

This matter was resolved by General Committee Recommendation 156-85 (February 11, 1985), approving the change of the name of River Road to Old River Road.

The November and December meetings of the Public Works Committee were cancelled due to a lack of items of business, and this subject was included on the agenda for the meeting held on January 17, 1985.

At the meeting held on February 21, 1985, the Committee was to consider the duplications of street names within Wards 2, 3 and 9; however, due to time constraints, the matter was deferred to this meeting, and again due to time constraints, was deferred to the Public Works Committee Meeting scheduled to be held May 17, 1985.

By memorandum dated January 21, 1985, Councillor T. Southorn advised that the area residents have confirmed that they would appreciate Tenth Line being renamed Lisgar Trail. However, he advised that he has received feedback from the residents of Tenth Line that they are opposed to the change citing that the name Tenth Line is every bit as historical as Lisgar Trail. At his request, Mr. C. Gauer moved that the name of Tenth Line not be changed. This motion was voted on and CARRIED.

F.02.07

See Recommendation 65-85 (Mr. C. Gauer)

23. Report dated February 15, 1985, from W. P. Taylor, Commissioner of Engineering & Works, pursuant to a petition from the residents of Talka Subdivision, requesting that the 3-hour parking limit be rescinded, or that parking permits be issued to permit residents to park in front of their homes. Mr. Taylor advised that the petition covers the following streets (the percentages following the street names reflect the numbers signing the petition):

Andros Boulevard	58%
Kos Boulevard	43%
Zante Crescent	40%
Zante Court	69%
Lefkas Court	35%
Nesdale Court	35%
Ithaca Court	23%
Overall	45%

Further, he advised that the on site parking has been reviewed, with the result that each unit would appear to have at least 2 parking spaces on the unit property, as follows:

- One car in garage and at least one car in a driveway,
- Two car parking space in the front yard of the unit.

He advised that, while the snow conditions during the review made it difficult to assess the actual configuration of parking spaces on some of the lots, based on the overall picture each lot appears to have at least 2 parking spaces on site. The site plan for the subject development indicates that parking is provided for 2 cars on each lot, with some units having additional parking in driveways.

Mr. Taylor suggested that some of these spaces may be less convenient than on-street parking as vehicles would have to be parked one behind each other, but this situation is not uncommon in other parts of the City.

He detailed the widths of the subject roads, and explained that while the pavement widths on all but the smallest courts can accommodate parking on at least one side, very little on-street parking would be created due to the large number of existing driveways.

Reviewing his report dated February 13, 1984 to the Public Works Committee and subsequently adopted by Council on May 14, 1984, Mr. Taylor confirmed that areas where less than 200% on site parking exists, and no more on site parking can be developed, could be considered for long term on-street parking. Based on the foregoing, he indicated that he did not favour the development of long term on-street parking in this area, and recommended:

That long term on-street parking not be considered for the following streets within Plan M-209, Talka Subdivision: Andros Boulevard, Kos Boulevard, Zante Crescent, Zante Court, Lefkas Court, Nesdale Court and Ithaca Court.

NOTE: This report was considered by the Committee at its meeting held on February 21, 1985, and at the request of Councillor M. Marland, the matter was deferred to this meeting (Recommendation 32-85).

F.06.04.02

See Recommendation 66-85 (D. Cook)

DEFERRED

24. Traffic Signals

At the General Committee Meeting held on October 17, 1984, Councillor F. McKechnie requested that the entire matter of traffic signals throughout the City be referred to the Public Works Committee, with particular emphasis on unwarranted traffic signals when the entire cost has been borne by the developer.

This matter was included on the agenda for the Committee at its meeting held on February 21, 1985, and due to the Councillor's extended illness, on verbal motion by Councillor D. Cook, the matter was deferred to this meeting at which time was hoped that Councillor McKechnie would be well enough to attend.

Councillor D. Cook moved that this matter be deferred, which motion was voted on and CARRIED.

J.05.84043

See Recommendation 67-85 (D. Cook)

DEFERRED

25. Storm Drainage within the Hurontario District.

The Planning Committee Meeting at its meeting held on February 26, 1985, during discussion of the following rezoning applications:

- OZ-36-81, E. Hanson & Associates (Hawthorne) (455469 Ontario Ltd) (west side of Hurontario Street, north of Eglinton Avenue)
- OZ-41-84, Traders Associates (400556 Ontario Limited) (north of Eglinton Avenue West between Hurontario street and McLaughlin Road)
- OZ-55-84, Goldome Development Corporation (north-east corner of Eglinton Avenue West and McLaughlin Road),

considered 3 letters dated February 20, 1985, from Mr. Michael Hosinec the owner of the lands on the north side of Eglinton Avenue, west of Hurontario Street at the Cooksville Creek.

In his correspondence, Mr. Hosinec expressed concern:

- that the Engineering Department has stated "that the Cooksville Creek is an outlet for storm sewers", that he has not entered into any easement agreements with the City or Traders Associates or E. Hanson & Associates for the drainage of lands under rezoning applications OZ-41-84 and OZ-36-81, which condition is required prior to any servicing submission, and that the proposed works will have an impact on his lands,
- the storm sewer pipe from lands under rezoning application OZ-41-84 is directed into the Cooksville Creek, and pursuant to an agreement signed in June, 1981, no storm water run off would be directed from certain lands via that sewer pipe, but would be directed to a City-approved outlet.

Councillor D. Culham, Chairman of the Planning Committee, also referred to a letter dated January 30, 1985, from Mr. J. W. Sabine, solicitor, on behalf of his clients, expressing concern about the effects on their property if the residential development proposed under the rezoning applications OZ-41-84, OZ-36-81 and OZ-55-84 proceeds with plans to divert storm and sanitary sewers along Plymouth Drive to Eglinton Avenue.

This correspondence was attached to the agenda, along with extracts from the minutes of the Planning Committee Meeting, during which meeting "a member stressed that the (Planning) Committee is dealing with land use and engineering matters best dealt with by Public Works Committee".

Mr. W. P. Taylor circulated a letter dated February 5, 1985, addressed to Mr. Sabine, answering the questions outlined in his correspondence.

Councillor D. Cook moved that this matter be deferred to the next regular meeting of the Public Works Committee scheduled to be held April 18, 1985, and suggested that Mr. Sabine and Mr. Hosinec be invited to attend.

OZ-37-81, OZ-41-84, OZ-55-84.
See Recommendation 68-85 (D. Cook)
DEFERRED

26. Summary of Unfinished Business.

The Committee reviewed the list of outstanding Requests for Report.

A.03.04.06
See Recommendation 69-85 (D. Cook)
RECEIVED

27. Report dated March 19, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to proposed street names for use within proposed plan of subdivision T-80036, Paracon Creditview. Mr. Taylor advised that at the meeting on February 21, 1985, the Public Works Committee reviewed the names for this subdivision; however, two of the names were rejected at that time, and a third name was rejected by Council at its meeting on March 19, 1985. Therefore, three names are required to complete the complement of street names for this development, and Mr. Taylor recommended:

That the following street names be approved for use within proposed plan of subdivision T-80036, Paracon Creditview:

CAMGREEN
STANCOMBE
KIRKBY
WASDALE.

F.02.07, T-80037
See Recommendation 70-85 (D. Cook)
APPROVED

28. At the request of Councillor T. Southorn, the Committee directed that Mr. W. P. Taylor, Commissioner of Engineering & Works, prepare a report to the Public Works Committee with respect to the location of service club signs (Request for Report 80-85).

L.09.04.01, A.00.01

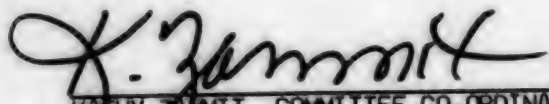
Public Works Committee Minutes - February 21, 1985 - Page 22

NOTE: The Committee directed that the agenda for the next meeting of Public Works Committee on April 18, 1985, include the following items only:

- garbage collection/recycling
- storm drainage in the Hurontario District
- snow clearance (time permitting).

RECOMMENDATIONS: As per Report No. 3-85

ADJOURNMENT: 12:20 pm



KATHY JAMNIT, COMMITTEE CO-ORDINATOR

2346C/129C

REPORT NO. 3-85

TO: The General Committee of the City of Mississauga.

LADIES AND GENTLEMEN:

The Public Works Committee presents its third report and recommends:

- 44-85 (a) That the Public Works Committee, at its meeting scheduled to be held on April 18, 1985, consider:
- i) its present policy with respect to clearing snow from sidewalks on a priority system.
 - ii) the feasibility of a by-law placing the responsibility of sidewalk snowplowing with the adjacent property owner.
- (b) That the Commissioner of Engineering & Works be requested to prepare reports to the Public Works Committee addressing the following items:
- i) tendering and standards of snowplowing and sanding
 - ii) a seminar with respect to snowplowing procedures, for both staff and contractors
 - iii) procedures with respect to snowplowing on courts and culs-de-sacs
 - iv) procedures with respect to windrows
 - v) educating the public regarding a "snow alert".

F.05.03.02
(38-44-85)

- 45-85 That the sidewalks on Ifield Road, Portway Avenue and Beemer Avenue, which streets are used as a direct route to Oakridge Public School, be included as priority sidewalk routes for winter maintenance.

F.05.03.02
(38-45-85)

- 46-85 That sidewalk plowing and sanding on Barsuda Drive between Ambridge Court and Clarkson Road be upgraded as a priority route for winter maintenance for the 1985/86 season.

F.05.03.02
(38-46-85)

- 47-85 That the letter dated February 20, 1985, from Mr. R. Michael Warren, President and Chief Executive Officer, Canada Post Corporation, considered by the Public Works Committee (March 21, 1985), confirming that postal delivery service, interrupted in parts of Mississauga due to weather conditions has resumed, be received.

F.06.03.04
(38-47-85)

- 48-85 That the letter (undated) and signed "Yours for a better Mississauga - A Resident", considered by the Public Works Committee (March 21, 1985), with respect to the removal of snow from sidewalks, be received.

F.05.03.02
(38-48-85)

- 49-85 That the letter dated March 1, 1985, from Peggy McLean, Secretary, Peel Seniors Concerns Council, considered by the Public Works Committee (March 21, 1985), advising of their concern with respect to the "very unsatisfactory state of snow clearance on sidewalks", be received.

F.05.03.02
(38-49-85)

- 50-85 That the letter dated March 4, 1985, from John Bunting, 336 Chantenay Drive, considered by the Public Works Committee (March 21, 1985), with respect to the removal of snow from sidewalks, be received.

F.05.03.02
(38-50-85)

- 51-85 That the City Treasurer be requested to prepare a report to the Administration & Finance Committee with respect to a increase in the grant allocation for senior citizens to have snow cleared.

F.05.03.02
(38-51-85)

- 52-85 That the report dated January 9, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, to the Public Works Committee (March 21, 1985), with respect to establishment of a "Pedestrian Crossover" (PX0) program in the City of Mississauga, be received.

F.06.03.01
(38-52-85)

March 21, 1985

- 53-85 That the video presentation of an extract from the Council Meeting of the City of Kitchener, with respect to recycling, be deferred to the Public Works Committee Meeting scheduled to be held April 18 1985.
F.05.04.05
(38-53-85)
- 54-85 That the report dated February 7, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, to the Public Works Committee (March 21, 1985), with respect to newspaper pick-up and recycling for the month of January 1985, be received.
F.05.04.05
(38-54-85)
- 55-85 That the report dated March 12, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, to the Public Works Committee (March 21, 1985), with respect to newspaper pick-up and recycling for the month of February 1985 and the year to date, be received.
F.05.04.05
(38-55-85)
- 56-85 That the letter dated February 15, 1985, from Mr. Larry E. Button, Clerk, Regional Municipality of Peel, considered by the Public Works Committee (March 21, 1985), enclosing a report dated January 14, 1985, from Mr. W. J. Anderson, Regional Commissioner of Public Works, summarizing the tonnes of cardboard recovered from wastes destined for landfilling at the Britannia Sanitary Landfill Site in 1984, be received.
F.05.04.05, A.02.03.03.03
(38-56-85)
- 57-85 That the letter dated February 15, 1985, from Mr. Larry E. Button, Clerk, Regional Municipality of Peel, considered by the Public Works Committee (March 21, 1985), enclosing a report dated January 14, 1985, from Mr. W. J. Anderson, Regional Commissioner of Public Works, with respect to the United States Environmental Protection Agency's position towards the use of incineration as a means of waste disposal, be received.
A.02.03.03.09
(38-57-85)

- 58-85 That the installation of ripple pavement on Midhurst Lane during the 1985 construction season be approved.

F.02.01
(38-58-85)

- 59-85 That the report dated January 3, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, to the Public Works Committee (March 21, 1985), with respect to increasing the size of street name signs, be received.

F.02.07
(38-59-85)

- 60-85 (a) That the access drive extending easterly from Hurontario Street to 2339 and 2340 Park Towers Avenue be named PARK TOWERS AVENUE.
(b) That a standard City of Mississauga street name sign indicating PARK TOWERS AVENUE with a second blade indicating PRIVATE ROAD be erected on Hurontario Street at the appropriate location.

F.02.07
(38-60-85)

- 61-85 That steps be undertaken to change the street name AQUITAINE CIRCLE to TRELAWNY CIRCLE in accordance with The Municipal Act, RSO 1980.

F.02.07, B.06.579
(38-61-85)

- 62-85 (a) That General Committee Recommendation 1752-84 (December 10, 1984) be rescinded.
(b) That steps be taken to change the name of MILL STREET in the Village of Meadowvale to OLD MILL LANE in accordance with The Municipal Act, RSO, 1980.
(c) That no action be taken to change the name of MILL STREET in the former Town of Streetsville.

F.02.07
(38-62-85)

- 63-85 (a) That the name TRILLIUM LANE be approved for the renaming of that portion of Stavebank Road between Queensway West and Premium Way.
- (b) That Councillor D. Culham arrange a public meeting with area residents to discuss the proposed renaming of that portion of Stavebank Road and report back to the Public Works Committee.

F.02.07
(38-63-85)

- 64-85 That the report dated March 15, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, to the Public Works Committee (March 21, 1985), summarizing the proposed street names rejected since the implementation of the new street name approval process in the early fall of 1984, be received.

F.02.07
(38-64-85)

- 65-85 That the name of TENTH LINE not be changed.

F.02.07
(38-65-85)

- 66-85 That consideration of the report dated February 15, 1985, from the Commissioner of Engineering & Works, with respect to long term on-street parking within Plan M-209, Talka Subdivision, be deferred to the Public Works Committee Meeting scheduled to be held May 17, 1985.

F.06.04.02
(38-66-85)

- 67-85 That consideration of the matter of traffic signals, referred to the Public Works Committee at the request of Councillor F. McKechnie at the General Committee Meeting of October 17, 1984, be deferred to the Public Works Committee Meeting scheduled to be held May 17, 1985.

J.05.84043
(38-67-85)

- 68-85 That consideration of the matter of storm drainage within the Hurontario District, pursuant to the direction of the Planning Committee at its meeting held on February 26, 1985, be deferred to the Public Works Committee Meeting scheduled to be held April 18, 1985.

OZ-37-81, OZ-41-84, OZ-55-84.
(38-68-85)

March 21, 1985

69-85 That the Summary of Unfinished Business relating to the Public Works Committee as of March 18, 1985, be received.

A.03.04.06
(38-69-85)

70-85 That the following street names be approved for use within proposed plan of subdivision T-80036, Paracon Creditview:

CAMGREEN
STANCOMBE
KIRKBY
WASDALE.

F.02.07, T-80036
(38-70-85)

Thursday, April 18, 1985

THE CORPORATION OF THE CITY OF MISSISSAUGA
A G E N D A

PUBLIC WORKS COMMITTEE

THURSDAY, APRIL 18, 1985, 9:30 AM

COMMITTEE ROOM A

MEMBERS: Councillor R. Skjarum, Chairman
John Rogers, Vice Chairman
Councillor D. Culham
Councillor D. Cook
Councillor H. Kennedy
Christopher B. Gauer
June M. Hayden
E. Allan Hignell

PREPARED BY: Clerk's Department
DATE: April 15, 1985

COMMITTEE MEMBERS ARE REQUESTED TO CONTACT THE APPROPRIATE DEPARTMENT HEADS
PRIOR TO THE MEETING IF GREATER EXPLANATION OR DETAIL IS REQUIRED WITH REGARD
TO ANY ITEM ON THE AGENDA.

2345C/129C

INDEX

Public Works Committee - April 18, 1985

DEPUTATIONS - N11

<u>ITEM</u>	<u>FILE</u>	<u>SUBJECT</u>
1.	F.05.04.05	Recycling
2.	OZ-36-81 OZ-41-84 OZ-55-84	Storm Drainage in Hurontario District
3.	F.02.07 T-80037	Street Names - Proposed Plan of Subdivision T-80038

CITY OF MISSISSAUGA

PUBLIC WORKS COMMITTEE

THURSDAY, APRIL 18, 1985
Committee Room A, 9:30 am

A G E N D A

NOTE: Pursuant to the instructions of the Committee at its last meeting on March 21, 1985, this agenda includes the following items:

1. Drainage in Hurontario District
2. Recycling.

Due to the time between meetings, the following matter has been added:

3. Street Names - Proposed Plan of Subdivision T-80038.

DEPUTATIONS

- A. Mr. J. W. Sabine, Solicitor on behalf of J. and M. Hosinec
Mr. Michael Hosinec
Mr. J. Hosinec

See Item 1

- B. Mr. Brad Stott, Manager, Marketing Development for Total Recycling,
Laidlaw Waste Systems Ltd.

See Item 2

MATTERS FOR CONSIDERATION:

1. Storm Drainage within the Hurontario District.

The Planning Committee Meeting at its meeting held on February 26, 1985, during discussion of the following rezoning applications:

- OZ-36-81, E. Hanson & Associates (Hawthorne) (455469 Ontario Ltd) (west side of Hurontario Street, north of Eglinton Avenue)
- OZ-41-84, Traders Associates (400556 Ontario Limited) (north of Eglinton Avenue West between Hurontario street and McLaughlin Road)
- OZ-55-84, Goldome Development Corporation (north-east corner of Eglinton Avenue West and McLaughlin Road),

considered 3 letters dated February 20, 1985, from Mr. Michael Hosinec the owner of the lands on the north side of Eglinton Avenue, west of Hurontario Street at the Cooksville Creek.

In his correspondence, Mr. Hosinec expressed concern:

- that the Engineering Department has stated "that the Cooksville Creek is an outlet for storm sewers", that he has not entered into any easement agreements with the City or Traders Associates or E. Hanson & Associates for the drainage of lands under rezoning applications OZ-41-84 and OZ-36-81, which condition is required prior to any servicing submission, and that the proposed works will have an impact on his lands,
- the storm sewer pipe from lands under rezoning application OZ-41-84 is directed into the Cooksville Creek, and pursuant to an agreement signed in June, 1981, no storm water run off would be directed from certain lands via that sewer pipe, but would be directed to a City-approved outlet.

Councillor D. Culham, Chairman of the Planning Committee, also referred to a letter dated January 30, 1985, from Mr. J. W. Sabine, solicitor, on behalf of his clients, expressing concern about the effects on their property if the residential development proposed under the rezoning applications OZ-41-84, OZ-36-81 and OZ-55-84 proceeds with plans to divert storm and sanitary sewers along Plymouth Drive to Eglinton Avenue.

This matter was included on the agenda for the meeting of the Public Works Committee held on March 21, 1985.

At the Committee meeting, Mr. W. P. Taylor, Commissioner of Engineering & Works, circulated a letter dated February 5, 1985, addressed to Mr. Sabine, responding to a letter of January 21, 1985, answering his specific questions.

All of the above noted correspondence is attached, along with extracts from the minutes of the Planning Committee Meeting, during which meeting "a member stressed that the (Planning) Committee is dealing with land use and engineering matters best dealt with by Public Works Committee".

Messrs. Sabine, M. Hosinec and J. Hosinec have advised that they will attend this meeting.

DIRECTION REQUIRED

2. A presentation with respect to recycling will be made by the following:
 - Mr. Brad Stott, Manager, Marketing Development of Total Recycling, Laidlaw Waste Systems Ltd.
 - Mr. Bruce Cook, Regional Vice-President, Laidlaw Waste Systems Ltd.,
 - Mr. Ron Murray, President of Laidlaw Industries Inc.,
 - Mr. Nyle Ludolph, Manager, Total Recycling Systems Ltd. (Kitchener).

NOTE: A video presentation of an extract from the Council Meeting of the City of Kitchener, with respect to recycling, will be available.

If it is available prior to this agenda being sent, information will be included from Mr. Stott's office.

F.05.04.05

3. Report dated April 12, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to proposed street names for proposed plan of subdivision T-80038, Markborough Properties Limited (East Credit Neighbourhood One). Mr. Taylor advises that the following names have been submitted:

BOURNEMOUTH AVENUE
EAST CREDIT CIRCLE
CASLOR CRESCENT
CUTHBERT COURT
PUREBECK PLACE
LULWORTH COURT
BRIARLEA CRESCENT
CHIDDINGSTONE COURT

LANDS END LANE
WIMBOURNE WAY
HIDDEN VALLEY COURT
PORTSMOUTH PLACE
PRINCELEA PLACE
RALEIGH COURT
STEEPLECHASE STREET
WEYMOUTH WAY.

These names have been reviewed by the Region of Peel Street Names Committee and the following names approved:

CASLOR CRESCENT
CUTHBERT COURT
PUREBECK PLACE
LULWORTH COURT
BRIARLEA CRESCENT
CHIDDINGSTONE COURT.

HIDDEN VALLEY COURT
PORTSMOUTH PLACE
PRINCELEA PLACE
RALEIGH COURT
STEEPLECHASE STREET

Mr. Taylor recommends:

- (a) That the following street names be approved for use in proposed plan of subdivision T-80038, Markborough Properties Limited (East Credit Neighbourhood One):

CASLOR CRESCENT
CUTHBERT COURT
PUREBECK PLACE
LULWORTH COURT
BRIARLEA CRESCENT
CHIDDINGSTONE COURT.

HIDDEN VALLEY COURT
PORTSMOUTH PLACE
PRINCELEA PLACE
RALEIGH COURT
STEEPLECHASE STREET

- (b) That the following street names NOT approved by the Region of Peel Street Names Committee NOT be approved for use in proposed plan of subdivision T-80038, Markborough Properties Limited (East Credit Neighbourhood One):

BOURNEMOUTH AVENUE
EAST CREDIT CIRCLE
WEYMOUTH WAY.

LANDS END LANE
WIMBOURNE WAY

F.02.07, T-80038

RECOMMEND ADOPTION

OBJECTION

1

F. W. DATE

Mar 21/85

February 20, 1985

To — D. Cullen (Chairman)

The Mayor & Members of Planning Committee,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario
L5B 1M2

Dear Madam & Sirs:

Re: Draft Plans of Subdivision
Hurontario Residential District
West Side of Hurontario Street (North of Eglinton West)
455469 Ontario Ltd (Eric Hanson)
Phase 1

Our Property is on the north side of Eglinton Avenue and west of Hurontario Street at Cooksville Creek. We are objecting to the City Engineering Department stating that the Cooksville Creek is an outlet for storm sewers. According to the City Resolution any external easements required to service the Developer's properties must be obtained by the applicant and be conveyed gratuitously to the City or the Regional Municipality of Peel prior to any servicing submission being made to the City Engineering Department. We do not have any easements with the City or the Developers.

According to Planning, submissions will not be processed by the City Engineering Department and preservicing of the subject lands will not be permitted until arrangements have been made to the satisfaction of the Commissioner of Engineering & Works for the necessary outlets for the Municipal Works. All storm sewers shall be designed in such a manner and be of adequate size and depth to provide for the development of all lands lying upstream within the watershed and all storm sewers shall be conducted to an outlet considered adequate. In our opinion the proposed works that are to be undertaken within the development will have an impact on our property.

Yours very truly,

Michael Hosinec
5044 Hurontario Street,
Mississauga, Ontario

Tel: 890 - 0236

Michael Hosinec

1(b)

OBJECTION

2

February 20, 1985

To — D. Culham (Chairman)

The Mayor & Members of Planning Committee,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario
L5B 1M2

Dear Madam & Sirs:

Re: Draft Plans of Subdivision
Hurontario Residential District
West Side of Hurontario Street (North of Eglinton West)
400556 Ontario Ltd (In Trust Traders Associates)
Phase 1

Our property is on the north side of Eglinton Avenue and west of Hurontario Street at Cooksville Creek. We are objecting to the City Engineering Department stating that the Cooksville Creek is an outlet for storm sewers. According to the City Resolution any external easements required to service the Developer's properties must be obtained by the applicant and be conveyed gratuitously to the City or the Regional Municipality of Peel prior to any servicing submission being made to the City Engineering Department. We do not have any easements with the City or the Developers.

According to Planning, submissions will not be processed by the City Engineering Department and preservicing of the subject lands will not be permitted until arrangements have been made to the satisfaction of the Commissioner of Engineering & Works for the necessary outlets for the Municipal Works. All storm sewers shall be designed in such a manner and be of adequate size and depth to provide for the development of all lands lying upstream within the watershed and all storm sewers shall be conducted to an outlet considered adequate. In our opinion the proposed works that are to be undertaken within the development will have an impact on our property.

Yours very truly,

Michael Hosinec
504 Hurontario Street,
Mississauga, Ontario

Tel: 890 - 0236

Michael Hosinec

1 (c)

OBJECTION

3.

February 20, 1985

To - *D. Culham (Chairman)*

The Mayor & Members of Planning Committee,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario
L5B 1M2

Dear Madam & Sirs:

Re: Hurontario Industrial District
East side of Hurontario, North of Eglinton Ave. East,
400556 Ontario Ltd. (Traders Associates)

The storm sewer pipe from the above property is directed into the Cooksville Creek. According to a Memorandum of Agreement signed June 1, 1981, by Traders Associates, Cantata Investments, 400556 Ontario Ltd., S.B. McLaughlin Associates, Guaranty Properties Ltd., and Eugene Boccia Holdings Ltd., no storm sewer water run off would be directed from the lands outlined in red to the owners lands via the above mentioned sewer pipe but would be directed to a City approved outlet. At present it is not connected to a City approved outlet because neither the City nor the Developers have an easement over our property.

The storm sewer pipe is 102" in diameter. The lands serviced by this pipe cover about 102 acres. Positive action should be taken immediately to assure that the discharge from the pipe is directed to a City approved outlet as specified in the above referenced Memorandum of Agreement.

Yours very truly,

Michael Hosinec
5044 Hurontario Street,
Mississauga, Ontario

Tel: 890 - 0236

Michael Hosinec

1 (ld)

CAMPBELL, GODFREY & LEWTAS

BARRISTERS & SOLICITORS

TELEX 065-24553
TELECOPIER (416) 362-2381
CABLE ADDRESS "ARNOLDI" TORONTO

P.O. BOX 36
TORONTO DOMINION CENTRE
TORONTO, CANADA
M5K 1C5

GENERAL TELEPHONE
(416) 362-2401

JOHN W. SABINE
DIRECT LINE (416) 868-3439
OUR REF:

January 30, 1985

MISSISSAUGA PLANNING DEPARTMENT RECEIVED FEB 28 1985		
	Item	File
Comms. Serv.		
Eng. Serv.		
Env. Control		
Urban Design		
Gravel		
Support Serv.		
Administration		

D. Culham, Esq.,
Chairman,
City of Mississauga Planning Committee,
City Hall,
1 City Centre Drive,
Mississauga, Ontario.
L5B 1M2

Dear Mr. Culham:

Proposed Residential Neighbourhood Development
Hurontario Residential District
455469 Ontario Limited
400556 Ontario Limited (In Trust) (Traders
Associates) (Phase I)
Goldome Development Corporation

Further to my letter of January 21 and comments at the meeting of interested residents held last evening, my clients have asked me to reiterate their position with respect to the development proposals. They are particularly concerned about the effects on their property of the decision by council made on October 22, 1984 to permit the subdivision plan by diverting storm and sanitary sewers along Plymouth Drive to Eglinton.

Regrettably again last night, planning staff were unable to provide interested parties with copies of the detailed proposals which, apparently, have been under active negotiation among the representatives of the developers, planning staff and other interested parties, including the group which proposes to develop the property south of the Traders' lands and west of the Goldome property. As was noted at the public meeting on January 8, the format of the presentation of the proposals combined with the last minute amendments suggested by the developers, make it difficult for interested property owners to make informed comment about the applications.

Cont'd. . . .

January 30, 1985

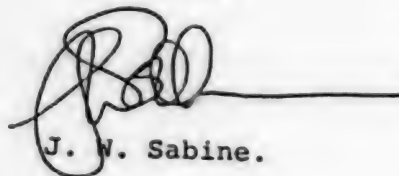
1(2)

Although the initiative rests with the developers who have worked out compromises which are acceptable to the planning staff, the public information process can be confusing when the presentations made by the staff and the developers are as unclear as those that have been made to the public at the most recent meetings.

Given my clients' interest in the channelization of the Cooksville Creek (which was raised by me and by Mr. M. Hosinec at the January 8 meeting and my letter of January 21) we regret that there was no representative of the City Engineering Department present at the meeting last evening to assist interested parties in understanding the impact of the proposed development on matters such as storm and sanitary sewers. The developers acknowledged at the January 8 meeting that the compromise accepted by the City of Mississauga will not permit development of portions of the land which are the subject of the applications. Changes in that development proposal are now contemplated, particularly in light of the decision by the adjacent land owners to bring forward their development proposal. My clients are concerned that the Engineering Department may not have participated in the recent discussions with the planning staff, the developers and other interested parties.

Mr. Taylor's report of October 16, 1984 suggested that no further action be taken on the channelization because a servicing scheme acceptable to Mr. Taylor's department and the developers had been approved. Would you please ensure that the new proposals have been addressed by the Engineering Department to ensure that it does accord with the basis for council's October 22 decision. We look forward to receiving responses to the questions raised in my letter of January 21 prior to the next meeting at which the above-noted applications are considered.

Yours truly,


J. W. Sabine.

/dg

Copy to: J. Hosinec
M. Hosinec
T. Southorn
A. McDonald
W. P. Taylor

Mr. Brown felt a solution for rail noise may be to have a service road along the tracks and have the houses face the service road so that the rear yards are protected by the houses from the rail noise. The Commissioner responded that from past experience the above alternative would still result in the necessity for noise abatement features.

RECOMMENDATION: Moved by Councillor Mahoney

That the Planning Staff Report dated February 26, 1985, recommending approval of the application to amend the Zoning By-law under File OZ/55/83, Markborough Properties Limited, subject to a plan of subdivision, site development and landscaping plan approvals where required, and the applicant agreeing to satisfy the financial and all other requirements of the City and any other official agency concerned with the development of these lands, be adopted subject to a report to Planning Committee on the change to 15 m (50 ft.) lots on the cul-de-sac at the north-west corner and on both sides of the northerly east/west road, and on rail noise and the service road concept prior to consideration of the Consolidated Report.

ITEM 11 OZ/36/81 E. Hanson & Associates (Hawthorne) (455469 Ontario Ltd.)
OZ/41/84 Traders Associates (400556 Ontario Ltd.)
OZ/55/84 Goldome Development Corporation

(a) OZ/36/81 E. Hanson & Associates (Hawthorne) (455469 Ontario Limited)

Location: West side of Hurontario Street
North of Eglinton Avenue West

Size of Property: 19.64 ha (48.53 ac.) with a frontage of 102.2 m
(335.3 ft.) on Hurontario Street

Proposal: To amend the Zoning By-law from A to R3-Special Section, R5-Special Section, RM5-Special Section, O1 and G with one parcel remaining A, to permit a residential development in conjunction with a proposed plan of subdivision under File T-84013.

(b) OZ/41/84 Traders Associates (400556 Ontario Limited)

Location: North of Eglinton Avenue West, between Hurontario Street and McLaughlin Road

Size of Property: 38.38 ha (94.84 ac.) with frontages of 301.7 m
(989.83 ft.) on Hurontario Street and 234.64 m
(769.82 ft.) on McLaughlin Road

Proposal: To amend the Zoning By-law from A to R3-Special Section, R5-Special Section, RM5-Special Section, RM7D5-Special Section, DC-Special Section, O1 and G, with two parcels remaining A, to permit a residential development in conjunction with a proposed plan of subdivision under File T-83027 (Phase I).

1(g)

(c)

OZ/55/84 Goldome Development Corporation

Location:

North-east corner of Eglinton Avenue West and McLaughlin Road

Size of Property:

10.08 ha (24.9 ac.) with frontages of 372.89 m (1223.39 ft.) on Eglinton Avenue West and 236 m (774.28 ft.) on McLaughlin Road

Proposal:

To amend the Zoning By-law from A to R3-Special Section, R5-Special Section, RM5-Special Section and D1 to permit a residential development in conjunction with a proposed plan of subdivision under File T-84037.

The Committee received for consideration three letters dated February 20, 1985 from Mr. M. Hosinec regarding storm sewers and related matters.

Mr. Fularczuk declared a conflict of interest and was not present during consideration of this item.

Mr. J. Dorrell, Director of Development Control, explained that the three proposals in Neighbourhood 3 in Hurontario District were considered by Planning Committee on January 8, 1985 and were deferred because of objections from adjacent landowners who felt their lands were overburdened with schools and parks. Following the deferral a meeting was held with the landowners, applicants, Ward Councillor, Planning Committee Chairman and staff. At that meeting the applicants presented a revised plan which attempted to achieve greater equity in the distribution of schools and parks. It appeared that the three owners fronting on McLaughlin Road were satisfied, but the other landowners east of the proposed Goldome subdivision still had concerns. After the meeting, the applicants continued to work on the plan and discussed their proposals with the affected parties. Latterly, the owner of the Horvat property expressed his concerns and the applicant tried to address these as well. The latest revised plan (Revised Layout #5 - February 26, 1985) incorporating the three subdivisions and adjacent lands have been extended to include additional lands to the north owned by Traders and Mr. Grice which were not previously shown. Attached to the plan is a list showing the percentage of park and school sites allocated to the following groups: Traders, Hawthorne, Goldome, Marchetti et al, Manarin/Denar/Reid and Others. The latter group comprises Mr. Grice's lands, lands in the southeast corner and a small parcel to the west. The Parks Department is satisfied with the park arrangement and the location of the schools have been approved by the school boards on the understanding that they may be slightly modified. An even distribution of park and school sites has now been achieved on a group basis. He explained that within the "Others" group, schools and parks are not evenly distributed among the landowners.

1(h)

- 15 -

Because of the concerns expressed by Mr. Horvat on whose lands there are park and school sites, the applicants have attempted to move the school site northerly a little, but that impacted unfavourably on the Traders lands. To compensate Traders, the school proposed in Phase 2 has been moved southerly on to Mr. Grice's lands. Unfortunately, Mr. Grice is away at present. His consultant has been advised and there will likely be an objection from Mr. Grice. The Planning staff feel that the applicants have gone as far as possible to achieve an equitable distribution of park and school sites.

Mr. M. Hosinec was concerned that developers could seemingly prepare maps on school and park distribution to the detriment of small landowners. The Chairman responded that fair attempts have been made to resolve the concerns of adjacent landowners through numerous meetings. Mr. Hosinec reiterated that since the developers are the ones profiting from the subdivisions they should bear the cost of providing park and school sites. It was explained that while there may be a park site on his property, the land would not be expropriated for such purposes. With respect to his concerns regarding storm water management, the Chairman advised that these concerns, as expressed in his three letters and a letter from his brother's solicitor, would be discussed at a Public Works Committee meeting.

Mr. P. Barbetta of the firm of Campbell Godfrey and Lewtas, representing the estate of George Hosinec, explained that there are two properties involved. The smaller of the two properties is owned by Mr. M. Hosinec and the larger property is in the name of the estate of which the two Hosinec brothers have a vested interest. Of the group referred to as "Others" he advised that it is the Hosinecs who are adversely affected by the latest revised plan. He asked if there was a breakdown of "sub-groups" within the "Others" group. Staff explained that this breakdown was not available at present. In response to concerns regarding inequity among the small landowners, Mr. Dorrell explained that because of the small parcels of land involved it is impossible to achieve equity for each parcel.

With respect to storm water management, Mr. Barbetta referred to the Commissioner's earlier comments that input from the Engineering Department is fundamental to any rezoning application, and that was why he was present to explain their concerns. He reviewed the history of the channelization proposal. At one point, expropriation of the Hosinec lands was proposed, but Traders terminated negotiations. Now an alternative proposal has been accepted by the City Engineering Department. Having reviewed the response of the Engineering Department, his clients remain dissatisfied.

A member stressed that the Committee is dealing with land use and engineering matters are best dealt with by Public Works Committee.

Mrs. Manarin explained that having just returned from vacation she has not had an opportunity to review recent developments. She therefore did not know whether she had an objection at this time.

1(i)

RECOMMENDATION: Moved by Councillor Mahoney

1. That the Planning Staff Report dated January 8, 1985 recommending approval of the application to amend the Zoning By-law under File OZ/36/81, E. Hanson & Associates (Hawthorne) (455469 Ontario Ltd.), subject to a plan of subdivision, site development plan approvals for certain uses, and the applicant agreeing to satisfy the financial and all other requirements of the City and any other official agency concerned with the development of these lands, as amended as a result of discussions with the applicants, adjacent landowners, Ward Councillor, Planning Committee Chairman and Planning Staff, be adopted, and that the land use concerns expressed at the February 26, 1985 Planning Committee meeting on behalf of G. Grice, M. Hosinec and J. Hosinec be resolved prior to the consolidated report for the plan of subdivision being considered and before the rezoning proposal is finalized, and further that the consolidated report be allowed to proceed directly to General Committee and City Council.
2. That the Planning Staff Report dated January 8, 1985 recommending approval of the application to amend the Zoning By-law under File OZ/41/84, Traders Associates (400556 Ontario Ltd.) subject to a plan of subdivision, site development plan approvals for certain uses, and the applicant agreeing to satisfy the financial and all other requirements of the City and any other official agency concerned with the development of these lands, as amended as a result of discussions with the applicants, adjacent landowners, Ward Councillor, Planning Committee Chairman and Planning Staff, be adopted, and that the land use concerns expressed at the February 26, 1985 Planning Committee meeting on behalf of G. Grice, M. Hosinec and J. Hosinec be resolved prior to the consolidated report for the plan of subdivision being considered and before the rezoning proposal is finalized, and further that the consolidated report be allowed to proceed directly to General Committee and City Council.
3. That the Planning Staff Report dated January 8, 1985 recommending approval of the application to amend the Zoning By-law under File OZ/55/84, Goldome Development Corporation, subject to a plan of subdivision, site development plan approvals for certain uses, and the applicant agreeing to satisfy the financial and all other requirements of the City and any other official agency concerned with the development of these lands, as amended as a result of discussions with the applicants, adjacent landowners, Ward Councillor, Planning Committee Chairman and Planning Staff, be adopted, and that the land use concerns expressed at the February 26, 1985 Planning Committee meeting on behalf of G. Grice, M. Hosinec and J. Hosinec be resolved prior to the consolidated report for the plan of subdivision being considered and before the rezoning proposal is finalized, and further that the consolidated report be allowed to proceed directly to General Committee and City Council.

16j

William P. Taylor, P. Eng.
Commissioner



OFFICE OF THE COMMISSIONER

Files: 16 111 84231
16 111 84234
16 111 84241
22 131 00013

P/W Mar 21/85

February 5, 1985

Mr. J. W. Sabine,
Campbell, Godfrey & Lewtas,
Barristers & Solicitors,
P. O. Box 36,
Toronto-Dominion Centre,
Toronto, Ontario,
M5K 1C5.

Dear Sir:

Re: Proposed Residential Neighbourhood Development
Hurontario Residential District,
455469 Ontario Limited
400556 Ontario Limited (In Trust)
(Traders Associates - Phase I)
Goldome Development Corporation
Your File: 080426-001.

Please refer to your letter dated January 21, 1985, addressed to Councillor Culham, Chairman of the City of Mississauga Planning Committee, concerning certain issues raised by Mr. M. Hoseneic at the Planning Committee meeting of January 8, 1985. Councillor Culham has requested that I prepare a reply to you. The answers to the following questions are in the same numerical order as those outlined in your letter.

1. "Will the Engineering Department require the channelization of the Cooksville Creek on lands which are the subject of the above captioned applications?"

The City will be requiring channelization of the Cooksville Creek as a condition of development for the applications by 455469 Ontario Limited and 400556 Ontario Limited. No channelization works will be required by Goldome Development Corporation as the Cooksville Creek does not transverse their lands.

2. "In the event that the channelization is required north of Mr. Hosinec's lands, will the resulting larger volumes of water at increased rates of flow result in substantial flooding of property owned by Mr. Hosinec (or by the estate of which he is a beneficiary)"

THE CORPORATION OF THE CITY OF MISSISSAUGA
1 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO L5S 1M2
TELEPHONE (416) 270-7600

..2

MISSISSAUGA
FEB 10 1985
NR-261

1(k)

2. cont'd.

because of the failure to compel the developers to ensure that the Cooksville Creek is channelized from the boundary of the lands of Traders Associates to Eglinton?"

In this connection I am attaching three sketches. Sketch 1 shows the existing floodplain lands north of Eglinton, Sketch 2 shows the proposed general alignment of the proposed channelization works which would have been undertaken in relationship to the property ownerships, and Sketch 3 shows the areas which are now in the floodplain and which would come out of the floodplain and become table lands if the new channel had been constructed. The regional floodplain as shown in Sketch 1 would remain virtually unchanged whether or not the upstream lands were channelled.

3. "What is the size of the storm sewer from the lands of Traders Associates which are the subject of the application to the property south of Eglinton owned by Urban Equities?"

We interpret this question to mean what is the size of the storm sewers proposed by Traders to drain their lands north of the Horvat lands via the Ross property to Eglinton. The size of the sewer proposed is in the order of 66 inch diameter.

4. "In addition to the delays in the development of certain of the lands subject to the application by Traders Associates, will the failure to complete the channelization to Eglinton have an effect on the development proposals for the other lands which are included in the above captioned applications?"

The answer to this question is none.

5. "What effect, if any, will there be on the prospect of development of the lands west of Mr. Hosinec's property and south and east of the lands which are the subject of the above captioned applications?"

If we assume that the lands referred to are those lands west of Hosinec and north of Eglinton, east of Goldome and south of Traders, it would really be a function of how the overall lands were to be serviced -- i.e. -- if the channel was existing on the Cooksville Creek and all other parties were willing to develop then no doubt that would be used for the outlet; if they tend to develop without an overall scheme they would have to be serviced by Eglinton by means of oversizing. It should be pointed out however that sanitary sewers and watermains enter into this problem and those are Regional services which should be discussed with them.

6. "What is the estimated cost for the alternative proposal by Traders accepted by the Engineering Department?"

166
Mr. J. W. Sabine,
February 5, 1985
Page 3

6. cont'd.

We do not know what the estimated cost for the ultimate proposal by Traders is, however, whatever it is it would be 100% payable by Traders.

7. "What is the estimated engineering cost to complete the channelization of Cooksville Creek from the boundary of Traders Associates lands to Eglinton Avenue?"

We have not done an engineering estimate for channelization but would suggest that approximately \$150.00 per lineal foot would be in order.

I hope this will be of assistance to you in answering your queries.

Yours truly,

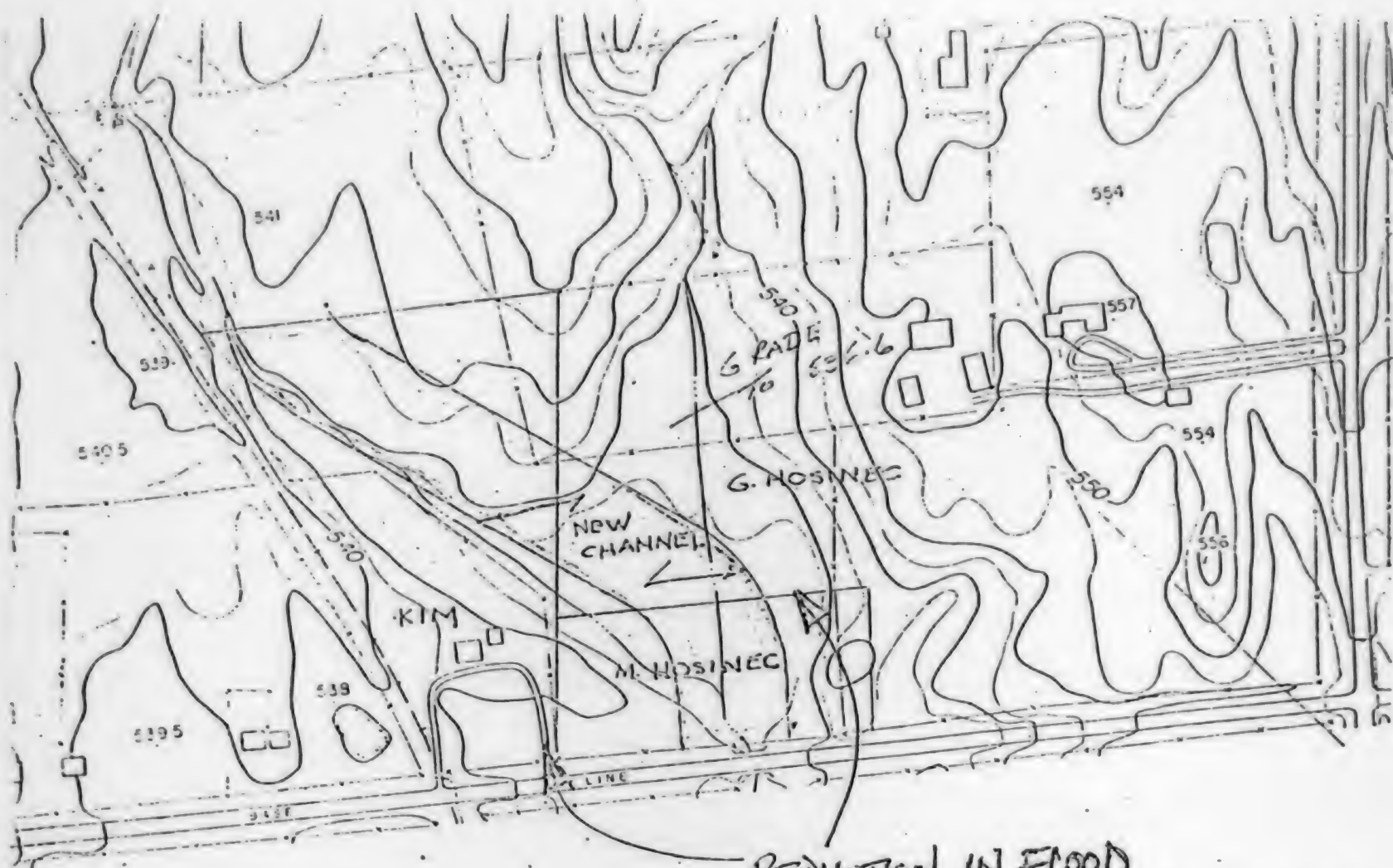
THE CORPORATION OF THE CITY OF MISSISSAUGA

CORPORAL TAYLOR

William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.


AEM:dw

c.c. Mr. E. M. Halliday
Mayor H. McCallion
Councillor Skjarum
Councillor Southorn
Mr. R.G.B. Edmunds
Mr. M. Hosenic

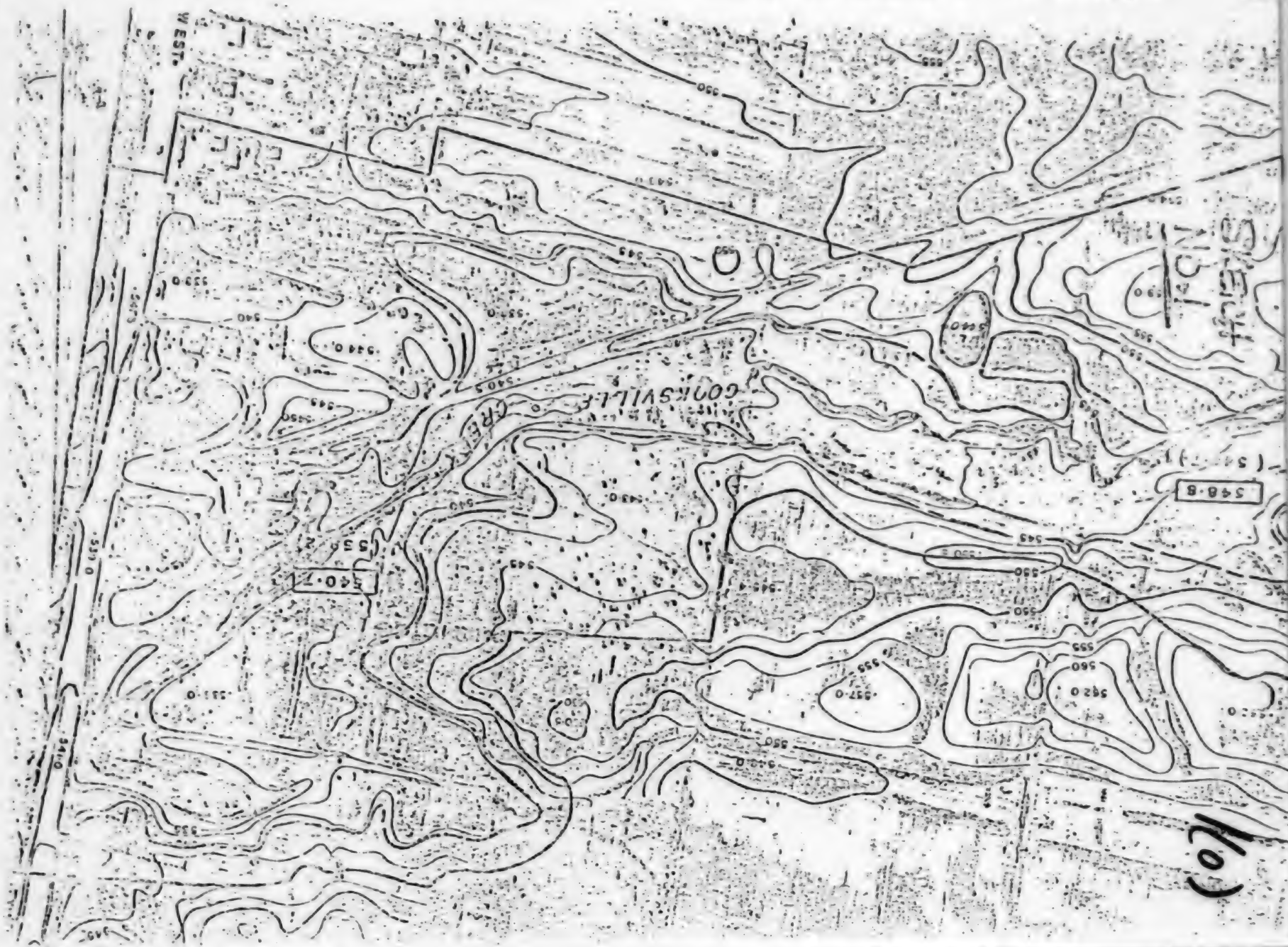


- REDUCTION IN FLOOD
PLAIN DUE TO CHANNELIZATION.

KEY PLAN

SKETCH NO. 3.

TOWN OF
CONCESSION



1 (p)

CAMPBELL, GODFREY & LEWTAS
BARRISTERS & SOLICITORS

TELEX 065-24553
TELECOPIER (416) 362-239
CABLE ADDRESS "ARNOLD" TORONTO

P.O. BOX 36
TORONTO-DOMINION CENTRE
TORONTO, CANADA
M5K 1C5

GENERAL TELEPHONE
(416) 362-2401

JOHN W. SABINE
DIRECT LINE (416) 868-3439
OUR REF: 080426-0C1

January 21, 1985.

D. Culham, Esq.,
Chairman,
City of Mississauga Planning Committee,
City Hall,
1 City Centre Drive,
Mississauga, Ontario.
L5B 1M2

WFR
Done (hus) Jan 27/85
Reply sent

Dear Mr. Culham:

Proposed Residential Neighbourhood Development
Hurontario Residential District
455469 Ontario Limited
400556 Ontario Limited (In Trust) (Traders
Associates) (Phase I)
Goldome Development Corporation

At the public meeting held by the Planning Committee on Tuesday, January 8, 1985 concerning the above referenced matter, Mr. M. Hosinec (5044 Hurontario Street, Mississauga) attempted to raise certain questions concerning the channelization of the west branch of the Cooksville Creek, particularly with reference to that portion north of Eglinton to the lands owned in trust for Traders Associates, the proposed zoning for which is shown on drawing No. 1610.

Mr. Hosinec was requested by the Committee to put his questions in writing to you in your capacity as Chairman so that an enquiry could be made directly on his behalf by the Committee to the City Engineering Department. The following are his comments and observations:

1. The City has permitted Traders Associates to locate a large diameter pipe from property east of Hurontario Street running west to move water into the west branch of Cooksville Creek. The connection from the outlet of that pipe to Cooksville Creek is estimated to be approximately 60' wide and 25' deep. Mr.

Cont'd. . . .

D. Culham, Esq.

- 2 -

January 21, 1985.

116)

Hosinec has observed that a significant amount of water has therefore been drained from land owned by the developer located east of Hurontario Street to empty into the Cooksville Creek west of Hurontario Street. This artificially induced flow from lands east of Hurontario Street therefore affects the natural water course of the west branch of the Cooksville Creek. Will the Engineering Department require the channelization of the Cooksville Creek on lands which are the subject of the above-captioned applications?

2. In the event that the channelization is required north of Mr. Hosinec's lands, will the resulting larger volumes of water at increased rates of flow result in substantial flooding of property owned by Mr. Hosinec (or by the estate of which he is a beneficiary) because of the failure to compel the developers to ensure that the Cooksville Creek is channelized from the boundary of the lands of Traders Associates to Eglinton?

3. What is the size of the storm sewer from the lands of Traders Associates which are the subject of the application to the property south of Eglinton owned by Urban Equities?

4. In addition to the delays in the development of certain of the lands subject to the application by Traders Associates, will the failure to complete the channelization to Eglinton have an effect on the development proposals for the other lands which are included in the above-captioned applications?

5. What effect, if any, will there be on the prospect of development of the lands west of Mr. Hosinec's property and south and east of the lands which are the subject of the above-captioned applications?

6. What is the estimated cost for the alternative proposal by Traders accepted by the Engineering Department?

7. What is the estimated engineering cost to complete the channelization of Cooksville Creek from the boundary of Traders Associates lands to Eglinton Avenue?

Yours truly,


J. W. Sabine.

/dg

Copy to: J. Hosinec
M. Hosinec
R. Skjarum, Ward 3
✓ T. Southorn, Ward 9
W. P. Taylor
A. MacDonald



3(a)

City of Mississauga

MEMORANDUM

To Chairman and Members of the

From W.P. Taylor, Commissioner

Dept. Public Works Committee

Dept. Engineering and Works

3136

APR 12 1985

File: 12 111 00014
11 141 00039

T-80038

F-0207

April 12, 1985

SUBJECT:

Proposed Street Names - East Credit
Neighbourhood One (21T-80038).

ORIGIN:

Engineering and Works Department.

COMMENTS:

Markborough Properties Limited have submitted
the following names for use in the above noted
development.

BOURNEMOUTH AVENUE
EAST CREDIT CIRCLE
CASLOR CRESCENT
CUTHBERT COURT
PUREBECK PLACE
LULWORTH COURT
BRIARLEA CRESCENT
CHIDDINGSTONE COURT

LANDS END LANE
WIMBOURNE WAY
HIDDEN VALLEY COURT
PORTSMOUTH PLACE
PRINCELEA PLACE
RALEIGH ROAD
STEEPLECHASE STREET
WEYMOUTH WAY

These names have been reviewed by the Region
of Peel Street Names Committee with the
following names being approved.

CASLOR CRESCENT
CUTHBERT COURT
PUREBECK PLACE
LULWORTH COURT
BRIARLEA CRESCENT
CHIDDINGSTONE COURT

HIDDEN VALLEY COURT
PORTSMOUTH PLACE
PRINCELEA PLACE
RALEIGH ROAD
STEEPLECHASE STREET

... 2

3(a)

Chairman and Members of the
Public Works Committee
April 12, 1985
Page 2

Subject: - Proposed Street Names
East Credit Neighbourhood One
(21T-80038)

RECOMMENDATION:

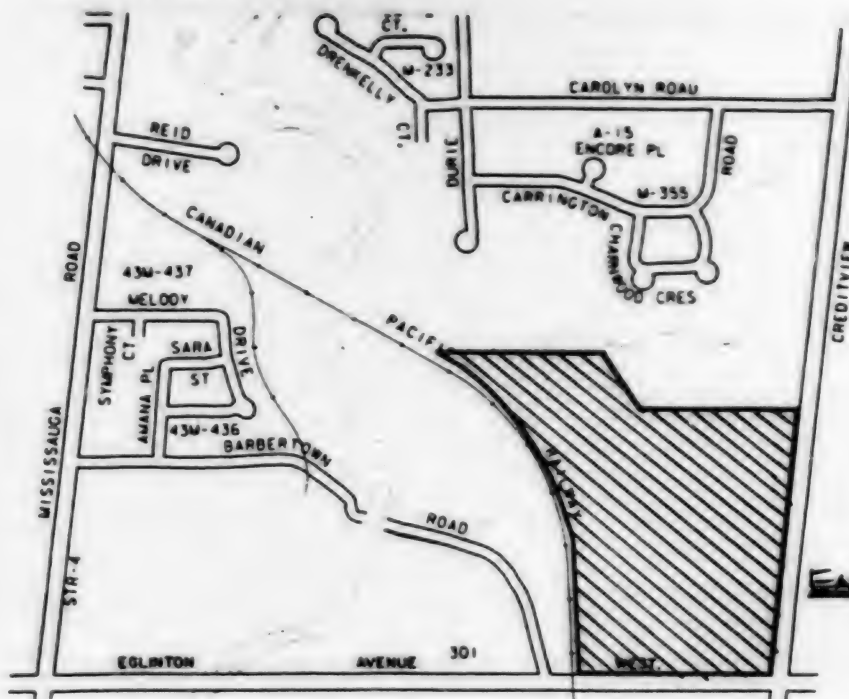
1. That the Markborough Properties Ltd. be advised that the following names are approved for use in the East Credit Neighbourhood One development(21T-80038).

CASLOR CRESCENT	HIDDEN VALLEY COURT
CUTHBERT COURT	PORTSMOUTH PLACE
PUREBECK PLACE	PRINCELEA PLACE
LULWORTH COURT	RALEIGH ROAD
BRIARLEA CRESCENT	STEEPLECHASE STREET
CHIDDINGSTONE COURT	

William P. Taylor
William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works.

PJD/st

c.c. Mr. E.M. Halliday
Councillor T. Southorn



EAST CREDIT - NGBD ONE
21T 80038

CITY OF MISSISSAUGA

MINUTES

MEETING #4-85

NAME OF COMMITTEE: Public Works

DATE OF MEETING: Thursday, April 18, 1985

PLACE OF MEETING: Committee Room A at 9:40 am

MEMBERS PRESENT: Councillor R. Skjarum, Chairman
Councillor D. Cook
Councillor D. Culham
Mr. Christopher B. Gauer
Mrs. June Hayden
Mr. Allan Hignell

MEMBERS ABSENT: Mr. J. Rogers, Vice-Chairman
Councillor H. Kennedy

ALSO PRESENT: Mayor H. McCallion
Councillor T. Southorn (part)

STAFF PRESENT: Mr. W. P. Taylor, Commissioner of Engineering & Work
Mr. A. McDonald, Director, Maintenance Engineering
Mrs. Kathy Zammit, Committee Coordinator

DEPUTATIONS:

A. Mr. J. W. Sabine, Solicitor on behalf of J. and M. Hosinec
Mr. Michael Hosinec
Mr. J. Hosinec

See Item 1

B. Mr. Ron Murray, President, Laidlaw Industries Inc.

See Item 2

MATTERS CONSIDERED:

1. Storm Drainage within the Hurontario District.

The Planning Committee Meeting at its meeting held on February 26, 1985, during discussion of the following rezoning applications:

- OZ-36-81, E. Hanson & Associates (Hawthorne) (455469 Ontario Ltd) (west side of Hurontario Street, north of Eglinton Avenue)
- OZ-41-84, Traders Associates (400556 Ontario Limited) (north of Eglinton Avenue West between Hurontario street and McLaughlin Road)
- OZ-55-84, Goldome Development Corporation (north-east corner of Eglinton Avenue West and McLaughlin Road),

considered 3 letters dated February 20, 1985, from Mr. Michael Hosinec the owner of the lands on the north side of Eglinton Avenue, west of Hurontario Street at the Cooksville Creek.

In his correspondence, Mr. Hosinec expressed concern:

- that the Engineering Department has stated "that the Cooksville Creek is an outlet for storm sewers", that he has not entered into any easement agreements with the City or Traders Associates or E. Hanson & Associates for the drainage of lands under rezoning applications OZ-41-84 and OZ-36-81, which condition is required prior to any servicing submission, and that the proposed works will have an impact on his lands,
- the storm sewer pipe from lands under rezoning application OZ-41-84 is directed into the Cooksville Creek, and pursuant to an agreement signed in June, 1981, no storm water run off would be directed from certain lands via that sewer pipe, but would be directed to a City-approved outlet.

Councillor D. Culham, Chairman of the Planning Committee, also referred to a letter dated January 30, 1985, from Mr. J. W. Sabine, solicitor, on behalf of his clients, expressing concern about the effects on their property if the residential development proposed under the rezoning applications OZ-41-84, OZ-36-81 and OZ-55-84 proceeds with plans to divert storm and sanitary sewers along Plymouth Drive to Eglinton Avenue.

This matter was included on the agenda for the meeting of the Public Works Committee held on March 21, 1985, at which time Mr. W. P. Taylor, Commissioner of Engineering & Works, circulated a letter dated February 5, 1985, addressed to Mr. Sabine, responding to a letter of January 21, 1985, and answering specific questions.

The matter was deferred to this meeting to afford an opportunity for Messrs. Sabine, J. Hosinec and M. Hosinec to address the Committee.

Mr. Sabine briefly reviewed the history of this matter, and explained that there had been negotiations to acquire the lands owned by his clients, and that of the Kim family and Mr. Paul Horvat, in order that the Cooksville Creek could be rechannelized to accommodate the subject development. However, these negotiations were never finalized and the developers approached the municipality with an alternate proposal to drain the lands to be developed. This alternative was accepted, in principle, by the Engineering & Works Department and the lands are now proceeding to develop.

Mr. Frank Codlin, Region of Peel, and Mr. Ken Bethune, Mississauga Clean City Campaign, were also in attendance for this presentation.

Mr. Murray cautioned that municipalities must become more aware of recycling programs recognizing the problems associated in locating landfill sites in urban areas, and the costs of depositing material at those sites. He advised that the City of Kitchener has adopted a program of curbside recycling, operated by Total Recycling, Laidlaw Waste Systems Ltd., which appears to be working quite effectively.

He showed a video presentation detailing the program in operation in that municipality, and displayed the blue recycling container, advising that the cost is \$5.50 each.

He indicated that apparently the City of Brampton has adopted a recycling program, not operated by Laidlaw Waste Systems Ltd.

Mr. Murray advised that when the next garbage contract for the City of Mississauga is let, his firm looks forward to bidding, and offering a recycling program.

The following material was circulated by Laidlaw Industries Inc.:

- Annual Report Report 1984
- The Conservation Handbook - A Practical Guide to Ways You Can Reduce, Reuse and Recycle
- Extract from Waste Age/November 1984 entitled Recycling Success in Canada: 80% Participation
- promotional material distributed in the City of Kitchener entitled The Total News.

Councillor D. Culham moved that the deputation be received, which motion was voted on and carried.

F.05.04.05

See Recommendation 72-84 (D. Culham)

RECEIVED

3. Report dated April 12, 1985, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to proposed street names for proposed plan of subdivision T-80038, Markborough Properties Limited (East Credit Neighbourhood One). Mr. Taylor advised that the following names have been submitted:

BOURNEMOUTH AVENUE	LANDS END LANE
EAST CREDIT CIRCLE	WIMBOURNE WAY
CASLOR CRESCENT	HIDDEN VALLEY COURT
CUTHBERT COURT	PORTSMOUTH PLACE
PUREBECK PLACE	PRINCELEA PLACE
LULWORTH COURT	RALEIGH COURT
BRIARLEA CRESCENT	STEEPLECHASE STREET
CHIDDINGSTONE COURT	WEYMOUTH WAY.

Mr. Sabine explained the concern of his clients that the proposal will not adequately drain the lands and ultimately will have an adverse affect on their lands.

Mr. Taylor advised that the rechannelization of the Cooksville Creek has been the subject of study since 1976 and that study is reviewed and updated regularly.

He confirmed that the proposal submitted by the developers of the subject lands has been approved, in principle, by the Engineering & Works Department and will adequately accommodate the drainage of the lands under development - he noted that this does not include all of the lands owned by the developers. It was also his indication that at such time as the lands owned by the Hosinecs, the Kims and Mr. Horvat are to be developed, drainage of those lands specifically must be addressed.

Mr. A. E. McDonald, Engineering & Works Department, advised that the drainage proposal which has been approved will not adversely affect the Hosinec lands, and in fact may be of some benefit to those lands by reducing the floodplain.

Mr. Taylor responded to questions by Mr. Michael Hosinec with respect to the size and capacity of the storm sewer pipe approved for the drainage of the subject lands. He agreed to provide information with respect to the storm and sanitary drainage areas for the sewers to be constructed over the Ross lands north of Eglinton Avenue.

Mayor H. McCallion advised that she would convene a meeting again with the landowners, including the Hosinecs, their solicitor, the Kim family and Mr. Horvat, to resolve this matter.

Mr. Taylor advised that time is of the essence in that development is proceeding, and the drainage proposal approved is under construction.

Councillor D. Culham moved that the deputations be received, which motion was voted on and carried.

OZ-36-81, OZ-41-84, OZ-55-84, C.04.01

See Recommendation 71-85 (D. Culham)

RECEIVED

2. Mr. Ron Murray, President of Laidlaw Industries Inc. addressed the Public Works Committee with respect to recycling. He introduced the following:
 - Mr. Brad Stott, Manager, Marketing Development of Total Recycling, Laidlaw Waste Systems Ltd.
 - Mr. Bruce Cook, Regional Vice-President, Laidlaw Waste Systems Ltd.,
 - Mr. Nyle Ludolph, Manager, Total Recycling Systems Ltd. (Kitchener).
 - Mr. Derek Stephenson, President, Resource Integration Systems - Consultant.

These names have been reviewed by the Region of Peel Street Names Committee and the following names approved:

CASLOR CRESCENT	HIDDEN VALLEY COURT
CUTHBERT COURT	PORTSMOUTH PLACE
PUREBECK PLACE	PRINCELEA PLACE
LULWORTH COURT	RALEIGH COURT
BRIARLEA CRESCENT	STEEPLECHASE STREET
CHIDDINGSTONE COURT.	

Mr. Taylor recommended:

- (a) That the following street names be approved for use in proposed plan of subdivision T-80038, Markborough Properties Limited (East Credit Neighbourhood One):

CASLOR CRESCENT	HIDDEN VALLEY COURT
CUTHBERT COURT	PORTSMOUTH PLACE
PUREBECK PLACE	PRINCELEA PLACE
LULWORTH COURT	RALEIGH COURT
BRIARLEA CRESCENT	STEEPLECHASE STREET
CHIDDINGSTONE COURT.	

- (b) That the following street names NOT approved by the Region of Peel Street Names Committee NOT be approved for use in proposed plan of subdivision T-80038, Markborough Properties Limited (East Credit Neighbourhood One):

BOURNEMOUTH AVENUE	LANDS END LANE
EAST CREDIT CIRCLE	WIMBOURNE WAY
WEYMOUTH WAY.	

Councillor T. Southorn advised that he has received a request from the Rundle family to use their name for a street within a local plan of subdivision. He also advised that the name has been approved by the Region of Peel Street Names Committee.

Councillor D. Cook moved the staff recommendation, as amended, by adding the name RUNDLE COURT, which motion was voted on and carried.

Councillor Southorn advised that he would seek the approval of the Rundle family to use the name in this subdivision.

Councillor D. Culham moved that staff maintain a list of street names reserved by Members of Council, which motion was voted on and carried.

F.02.07, T-80038

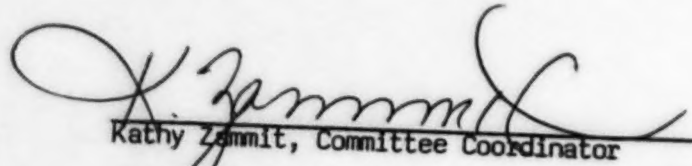
See Recommendation 73-85 (D. Cook)
See Recommendation 74-85 (D. Culham)

APPROVED

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RECOMMENDATIONS: As per Report No. 4-85

ADJOURNMENT: 11:15 am



Kathy Zammit, Committee Coordinator

23466/129C

April 18, 1985
FILE: A.03.04.06

REPORT NO. 4-85

TO: The General Committee of the City of Mississauga.

LADIES AND GENTLEMEN:

The Public Works Committee presents its fourth report and recommends:

- 71-85 That the depositions by Mr. J. Sabine, solicitor on behalf of Messrs. J. and M. Hosinec, and the Estate of Mr. G. Hosinec, Mr. J. Hosinec and Mr. M. Hosinec, to the Public Works Committee at its meeting on April 18, 1985, with respect to drainage of lands in the Hurontario District, be received.

OZ-36-81, OZ-41-84, OZ-55-84, C.04.01
(38-71-85)

- 72-85 That the deputation by Mr. Ron Murray, President, Laidlaw Industries, to the Public Works Committee at its meeting on April 18, 1985, with respect to waste recycling, be received.

F.05.04.05
(38-72-85)

- 73-85 (a) That the following street names be approved for use in proposed plan of subdivision T-80038, Markborough Properties Limited (East Credit Neighbourhood One):

CASLOR CRESCENT
CUTBERT COURT
PUREBECK PLACE
LULWORTH COURT
BRIARLEA CRESCENT
CHIDDINGSTONE COURT

HIDDEN VALLEY COURT
PORTSMOUTH PLACE
PRINCELEA PLACE
RALEIGH COURT
RUNDLE COURT
STEEPLECHASE STREET.

- (b) That the following street names NOT approved by the Region of Peel Street Names Committee NOT be approved for use in proposed plan of subdivision T-80038, Markborough Properties Limited (East Credit Neighbourhood One):

BOURNEMOUTH AVENUE
EAST CREDIT CIRCLE
MEYMOUTH WAY.

LANDS END LANE
WIMBOURNE WAY

F.02.07, T-80038
(38-73-85)

- 74-85 That the Engineering & Works Department maintain a list of street names reserved by Members of Council.

F.02.07
(28-74-85)